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Old Dartmouth
WHALING
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From the Estate of Jonathan Bourne Jr
1926

Log of Bark Northern Light
Of New Bedford Thomas Mellen
Master on A Whaling Voyage
from San Francisco to Arctic Ocean
And Return, sailed Dec 25th 1877

Log of Barque Northern Light
of New Bedford on A Whaling
Voyage to Arctic Ocean. Commanded
by Capt. Thomas Mellen and maned
by will Keep this Log civil
time

1877
Dec 25

Tuesday Dec 25th 1877

3 PM, Tug boat Richard Holyoke came alongside Capt Mellen came on board All hands being on board hove up Anchor And proceded to sea 5 Pm tow boat left us made all sail wind light N E. and fine clear weather stearing S W by S. 7 Pm S Farollon bearing N W.

Wednesday Dec 26th 1877

Commences A Light breeze from
the North and fine clear weather first
Lat - part stearing S by W. Latter part stearing
36. 44 N S S E. employed fitting boats. pumped ship
Long And found Considerable water in her
124. 07 Having light North. all sail set stearing
E S E.

Thursday Dec. 27th 1877

Light breeze from the North, and fine
Lat weather all sail set stearing S S E. Employed
34°. 25 N clearing up the fore Hold and fitting
Long Boats. middle part wind N E Latter
123 09 Part wind N W. So Ends stearing
S E

1877 Log of Bark "Northern Light" of

Friday Dec 28th 1877

Lat. N. 32°.08 Long 121°.38

Moderate breeze from NW all sail set stearing SE middle part stearing SE by E. employed fitting boats and various other jobs Pumps carefully attended to Mast-Heads maned by one officer one Boatsteerer & one fore mast Hand nothing in sight - so Ends

Saturday Dec 29th 1877

Lat N 31°.00 Long W 120°.15

Light breeze from West. all sail set stearing SE by E middle part Calm Latter part moderate breeze from NW. employed at various Jobs weather fine so Ends these twenty four hours.

Sunday Dec 30th 1877

Lat: 29°.53 N Long 118°.48 W

Moderate breeze and fine weather all sail set stearing SE by E ½ E middle part wind light NW. employed about Ships Duty Pumps carefully attended to.

Monday Dec 31st 1877

Light breeze from North and fine weath. employed breaking out fore hold middle and Latter part squally the island of Goudloupe bearing SW Dist 20 miles 2 PM. Latter part wind light so Ends

1878 New Bedford Thomas Mellen Master

Tuesday January 1st 1878

Lat N
28. 16
Long W.
117 41

Light baffling Winds the island of Goudloupe in sight bearing West. middle part wind Light E N E all sail set Close hauled heading S E bent main Spencer main top gallant Staysail & Myzen topmast staysail repaired old jib. weather fine

Wednesday January 2nd 1878

Lat. N
27° 00
Long W
114 58

Light breeze from E N E and fine weather all sail set heading S E middle part heading E S E Latter part E by S and fresh breezes from N all sail set employed making Spun Yarn and various other Jobs about the ships Land in sight Dist 18 miles

Thursday Jany 3rd 1878

Lat N
24° 50
Long W
113: 06

Strong breeze from N and fine clear weather all sail set Employed making Spun yarn and various other Jobs about the ship land in sight to the Eastward hauled in shore & at 7 P m, anchored in Maria Bay in 15 fathoms of water 45 fathoms of chain out furled all sail and set anchor watches weather fine wind North. So Ends

1878 Log of Bark Northern Light

Friday January 4th 1878

At anchor in Maria Bay wind N, and fine weather 6 A.M. maned the Boats and 3 boats A fishing 2 getting sand 6 P.M. boats aboard saw some Hump Back whales got 3 barrels of fish got underway and made all sail stearing Nby S wind light saw one Steamer Stearing South East

Saturday Jany 5th 1878

Lat N Light airs & calmn middle part Light
23°. 47 Breeze from ENE all sail set Stearing
Long W. SE by E land in sight to the NE
111°. 31' employed cleaning fish & scraping mast
Latter part wind light West. So Ends

Sunday January 6th 1878

Light winds from Westward and fine
Lat N clear weather all sail set stearing E by S
23°. 10 wind light through the middle & latter
Long W. part land in sight to the Eastward
110°. 41 weather fine all sail set stearing E S
E.

Monday January 7th 1878

Lat N Light breeze from W and good weather
22°. 36 all sail set. 6 A.M. Cape St Lucas
Long W bearing N Dist 15 miles saw some
109°. 50 Hump backs Latter part calmn so Ends

of New Bedford Thos [illegible] Master

Tuesday Jany 8th 1878

Light airs from N and fine weather
[illegible] steering [illegible] middle part
[illegible] Steering [illegible] at 3 Pm
raised land 2 points off the [illegible]
[illegible] Island [illegible]
No Obs– [illegible] between [illegible] tapped her
aback wind N W.

Wednesday Jany 9th 1878

Fresh breeze from N W laying aback
under topsails. daylight kept her off for
the island and at 8 Am Captain [illegible]
went ashore found we could get no wood
for 4 Days and at 11 Am came
on Board again made all sail steering
No Obs N E and at 2 Pm came to anchor
in [illegible] of water [illegible] 5 fathoms
of chain [illegible]
[illegible] distant [illegible] mile [illegible]
humpbacks So Ends–

Thursday Jany 10th 1877

Fresh breeze from N N W and fine
weather at anchor [illegible] Isabel [illegible]
7 Am, Lowered 4 Boats whaling
wind light 6 Pm, boats aboard
again So Ends at anchor of Isabel
Island.

1878 Log of Bark Northern Light

Friday Jany 11th 1878

Light winds from NW and fine weather at anchor off Sibel Island 6 A M Called all hands at 4 cleared away four boats [illegible] and Starboard also Larboard boat [illegible] did [illegible] and Captain Mellen went on shore and got some eggs weather fine

Saturday Jany 12th 1878

Light airs from NW and fine weather at anchor [illegible] Island [illegible] lowered away 4 boats and at 9 A M [illegible] his Hand badly cut by the line geting out of the chalks cut and [illegible] on board Captain Mellen Dressing his hand repaired the waist boat 5 P M hove ahead and made sail heading W S W.

Sunday Jany 13th 1878

Light breeze from NW. close hauled heading W S W and at 9 A M anchored in fifteen fathoms of water 40 fathoms of chain out [illegible] Island one brig at anchor Captain [illegible] making arrangements for his wood So Ends

Oq
1,8 1

New Bedford Thos. Mellon Master.

Monday Jany 14th 1878

Light winds and fine weather. At Anchor in 15 fathoms of water off Maria Island employed getting off wood got 15 cords on board. 1 man named Raymond Deserted while getting off wood 1 Schooner came to anchor today

Tuesday Jany 15th 1878

Fine clear weather and light winds from North. at Anchor off Maria Island employed getting wood 1 man named has been very troublesome Mr Stratton Second Officer asking yesterday to Keep him on board as he was no use to him on shore Mr Stratton being in charge of the boats and men ashore Loading the boats with wood. And today while heaving down wood came near striking the Cooper with A stick of wood after the Cooper told him to heave down no more wood until after doing it cursed the Cooper And afterwards while on Duty went below into the forecastle And when the first Officer Mr Hamilton called him on deck & told him not to go down there so often he answered he was not Going to work on such food as he was getting and he did not mind him the talk to him that way went and reported to Captain Mellon his answer and how he had

1878 June [illegible] Continued

Log of Barque Northern Light

had been acting the Captain telling him if he did not Obey the Officers and attend strictly to his duty as the rest of the men was doing he would put him in irons and put him where he would Compell him too do his Duty he answered that it would not be the first time he [illegible]

Wednesday June 16th 1878

Commences with light Breezes from [illegible] and fine weather all [illegible] Morning [illegible] the [illegible] Finished getting our wood on board thirty one (31) Cords in all and 2 Dozen [illegible] and at 4 PM hove up anchor and made all sail 7 PM [illegible] of the Islands [illegible] South [illegible]

Thursday June 17th

Lat [illegible]
[illegible] 45
Long 117 [illegible]

Fresh breezes [illegible] all sail [illegible] steering S by E [illegible] employed [illegible] and [illegible] the anchors and chains weather fine [illegible] so ends these twenty four hours

187[illegible] [illegible]

Friday June 18th 187[illegible]

Lat. S 17: 41 Long W 116: 16 W,	[illegible] steering [illegible] middle & Latter Parts wind light from the eastward [illegible] painting outside the ship 4 PM, finished painting [illegible] [illegible] [illegible] wind light

Saturday June 19th 187[illegible]

Commences with [illegible]
[illegible]
[illegible]
[illegible]
[illegible]

Sunday June 20th 187[illegible]

Lat. S 17 116 27	[illegible] [illegible] all sail set steering [illegible] [illegible] [illegible] west [illegible] [illegible] nothing in sight—

Monday June 21st 187[illegible]

Light [illegible] the eastward
all sail set steering [illegible]
[illegible] went [illegible]
[illegible]
[illegible] 5 PM [illegible]
[illegible]

[illegible] [illegible] [illegible] Vessel [illegible]

Tuesday Jany 22 [illegible]

[illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] topsail and [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] breeze from the East [illegible] [illegible] steering S b E [illegible]

Wednesday Jany 23

Light breeze from the East and [illegible] [illegible] [illegible] Sail set steering S b E middle [illegible] [illegible] breeze [illegible] Latter part [illegible] [illegible] Cutting [illegible] [illegible] fresh breeze [illegible] [illegible] [illegible] [illegible] weather painting the [illegible] [illegible].

Thursday Jany 24 [illegible]

Strong breeze [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] continued [illegible] [illegible] twenty four hours [illegible] setting up main top [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] Sails [illegible] The District [illegible]

Friday January 25th 1878

Moderate breezes [illegible]

Saturday Jan 26th 1878

Lat [illegible]
[illegible]
Long [illegible]
[illegible]

Light breezes from [illegible]

Sunday Jan 27th 1878

Lat [illegible]
[illegible]
Long [illegible]
[illegible]

[illegible] [illegible]

Monday Jan 28th 1878

Light airs and calms [illegible] latter part [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] light [illegible] [illegible] [illegible] cutting Decks and cleaning [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible]

[illegible]

Tuesday May 27th 1856

[illegible] Stowed water Shortened Bowsprit [illegible]

Wednesday May 28th

[illegible]

Thursday May 29th

[illegible] middle part rain squalls

Lat 11 08 Lon 112 A great number of the men poisoned by eating fish that we caught yesterday Administered an Emetic & Physic 5 of them are entirely recovered [illegible] relieved. [illegible]

[illegible]

Friday February 1st 1856

Lat. [illegible]
Long. [illegible]
[illegible]

Light breezes [illegible] and pleasant [illegible] Latter part the same.

Saturday Feb. 2nd 1856

Lat. [illegible]
Lon. [illegible]
[illegible]

Light breezes from [illegible] and pleasant weather [illegible] 6 P.M. Latter part [illegible].

Sunday Feby 3rd 1856

Lat. [illegible]
Long. [illegible]
[illegible]

Light breezes from [illegible] and [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] Latter part [illegible].

Monday 4th 1856

Light breezes from [illegible] and [illegible]

1858 Voyage of Bark [illegible]

Tuesday Jan 5th 1858

Lat [illegible] Light winds from the [illegible]

Wednesday Jan 6th 1858

[illegible] Light winds [illegible]

Thursday Jan 7th 1858

Lat [illegible] Light winds from the Eastward with [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] ship heading to the [illegible] [illegible] [illegible]

[illegible] Fresh breeze [illegible]

Friday [illegible] 8th 18[illegible]

[illegible] and [illegible]
[illegible]
[illegible]
[illegible]
[illegible]
[illegible]
[illegible]
[illegible] so ends [illegible]

Saturday [illegible] 9th 18[illegible]

[illegible]
[illegible]
[illegible]
[illegible]
[illegible]
[illegible]
[illegible]
[illegible]
[illegible] so ends [illegible]

Sunday [illegible] 10th 18[illegible]

Commences and [illegible]
[illegible]
[illegible]
[illegible]
[illegible] on Deck [illegible]
[illegible]
[illegible]
[illegible]

1871 Log of Bark [illegible]

Monday Aug 14th 1871

Commences with [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible]

Tuesday Aug 15th 1871

[illegible] strong North and fine Clear weather Steering S by E. [illegible] [illegible] all hands and [illegible] [illegible] Sperm whales. 4 mate struck and [illegible] one Ship in sight steering to the Westward 7 P.M. [illegible] [illegible] Mar [illegible] 160 Bbls Sperm oil since leaving [illegible] fine weather all sail set

Wednesday Aug 16th

[illegible] SE trades and fine clear weather all sail set heading S by W [illegible] Mar in sight [illegible] [illegible] [illegible]

Thursday Feby 14th 1878

Lat 21 | [illegible] sail night breeze from S.W. employed
[illegible] 21° | turning in Main rigging Bk Watch [illegible]
Long W | [illegible] all sail [illegible]
22° 46 | saw a fin back [illegible] & school of [illegible]
[illegible] hauled up the course [illegible]

Friday Feby 15th 1878

Fine breeze from S.S.W. all sail set
Steering N.E. [illegible]
[illegible] Bk [illegible]
~~[illegible]~~ [illegible] main rigging [illegible]
[illegible]

Saturday Feby 16th 1878

[illegible]
[illegible] made all sail
Lat 05 | Bk Main [illegible] in sight distant [illegible]
00° 16' | [illegible] set her Ensign for Whales [illegible]
Long W | [illegible]
22° 11' | [illegible]
[illegible]
shortened sail and hauled aback
[illegible]
to main rigging

Sunday 17th 1878

Lat [illegible]
[illegible] | Light breezes from [illegible]
Long W | under ~~short~~ [illegible] [illegible]
[illegible] 45 | sail saw some Blackfish lowered
boats without success [illegible]

18

1878 [illegible]

Monday Feb 18th 1878

[illegible]

Tuesday Feb 19th 1878

[illegible]

Wednesday Feb 20th 18[illegible]

[illegible]

Thursday Feb 21 18[illegible]

[illegible]

1878 [illegible]

Friday Feby 22nd 1878

[illegible]

Saturday Feby 23rd 1878

[illegible]

Sunday Feby 24th 1878

[illegible]

Monday Feby 25th 1878

[illegible]

[illegible] Wind [illegible] Latitude [illegible]

Thursday Feby 26th 1851

Moderate [illegible] from [illegible] [illegible] [illegible] and daylight [illegible] [illegible] Steering [illegible] the Port [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible]

Friday Feb 27th 1851

Lat. [illegible]
Lon. 23 [illegible]

[illegible] [illegible] [illegible] [illegible] [illegible] [illegible] made sail steering [illegible] [illegible] [illegible] [illegible] 4 [illegible] [illegible] [illegible] [illegible] employed [illegible] [illegible] and [illegible] [illegible] [illegible] with [illegible] [illegible] [illegible] [illegible] to the [illegible] [illegible] [illegible] [illegible] so ends

Saturday Feb 28th 1851

Fresh breeze from the North Steering [illegible] [illegible] Latter part moderate & [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] employed [illegible] [illegible] mast rigging and [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible]

[illegible]

Friday 4th June 1858

Light [illegible]
Lat 2 [illegible]
[illegible]
[illegible]
[illegible]
[illegible]

Saturday June 5th 1858

Light [illegible]
Lat 3 [illegible] the South [illegible]
[illegible]
Long [illegible]
[illegible]
[illegible]
[illegible]

Sunday June 6th 1858

Light [illegible]
[illegible]
[illegible]
[illegible]
[illegible]
[illegible]
[illegible]

1878 [illegible] Log

Monday March 4th 1878

[illegible] Commenced [illegible] and Cloudy [illegible]
[illegible] N.W. [illegible]
[illegible] 20 [illegible] 2 P.M. [illegible]
[illegible]
[illegible] the Boats
[illegible]
[illegible]

Tuesday March 5 1878

[illegible] the [illegible]
[illegible] the upper [illegible]
[illegible] port [illegible]
[illegible]
[illegible] the [illegible]
[illegible] rigging [illegible]

Wednesday March 6th

[illegible] Light [illegible] and [illegible] from the [illegible]
[illegible]
[illegible] G.E. [illegible]
[illegible] port [illegible]
[illegible] port [illegible]
[illegible]

[illegible] [illegible] [illegible] [illegible]

Thursday March 7th 1861

[illegible] heading [illegible] [illegible] [illegible]

[illegible]

Eastward [illegible]

Friday March 8th 1861

Moderate breeze and fine weather [illegible] heading to the Eastward [illegible] [illegible]

Saturday March 9th 1861

Fresh [illegible] breeze [illegible] heading to the [illegible] [illegible]

[illegible] Log of [illegible] [illegible] [illegible]

Sunday March 10th 1878

[illegible] [illegible] [illegible] [illegible] [illegible] the [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible]

Monday March 11th 1878

[illegible] | Light airs from the West and fine weather [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] the [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] the [illegible] [illegible] [illegible] of [illegible] sick [illegible] [illegible] [illegible] [illegible]

Tuesday March 12th 1878

[illegible] [illegible] [illegible] and fine weather [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible]

Wednesday March 13th

[illegible] | [illegible] [illegible] from the [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible]

Thursday March 22nd [illegible]

[illegible] [illegible]
[illegible]
[illegible]
107 32 [illegible]
[illegible]
[illegible] [illegible] ends

Friday March 23rd [illegible]

[illegible]
[illegible] [illegible]
32 [illegible]
[illegible] [illegible]
[illegible] 57 and repairing water Trunk broke out [illegible]
[illegible]

Saturday March [illegible]

[illegible]
[illegible] [illegible]
[illegible] [illegible]
[illegible] [illegible]
[illegible] 33 [illegible]
weather [illegible] [illegible]
[illegible] ends

Monday March [illegible]

Moderate S.E. Trade winds under [illegible]
[illegible] heading to the Southward [illegible]
[illegible] weather fine [illegible]
saw [illegible] (Black fish) [illegible]
[illegible] 6 PM shortened sail and [illegible]
[illegible]

1850 [illegible] Such [illegible] Sailors Life

Monday March 18th

Light NE winds and fine weather [illegible] made sail heading East, 10 am [illegible] continued until 5 pm [illegible] 6 pm [illegible] all studding sail [illegible] and East

Tuesday March 19th

Lat 38 [illegible] Light Easterly winds under short sail standing to the North [illegible] commenced [illegible] 6 pm [illegible] studding sail [illegible] to the North

Wednesday March 20th

Lat 37 [illegible] Light airs from the Eastward and fine weather under short sail [illegible] 4 pm [illegible] main [illegible] So Ends

Thursday March 21st

21 Light breezes from [illegible] and fine weather under short sail [illegible] the ship [illegible] 3 1/2 by 11

of New Bedford Chas [illegible] [illegible]

Friday March 22nd [illegible]
C P

Lat N Fresh N E trade winds [illegible] [illegible]
2: 07 [illegible] [illegible] [illegible] [illegible] [illegible]
Long W painting & various other jobs a[illegible]
138 07 ship [illegible] [illegible] [illegible] [illegible]
so ends weather fine

Saturday March 23rd [illegible]

Moderate N E trade [illegible] fine weather
Lat N Ship close hauled heading N W b W
3: 23 continues so throughout these twenty
Long W four hours Crew employed
about the ship So Ends.

Sunday March 24th

Lat N Moderate N E trade winds close hauled
9: [illegible] heading N W by N 9 A M tacked
Long ship heading East 4 P M tacked
142 27 ship heading N W all possible sail
set So Ends

Monday March 25th

Lat N Fresh trades & fine weather all
6: 03 possible sail set heading N W by
Long W N latter part furled topgallant
144 25 sail & fly jib men employed at
various jobs about the ship 8 A
M set main top gallant sail
& fly jib weather fine fresh trades
So End.

1878 Log of Barque Northern Light

Tuesday, March 26th

Lat N 8° 56 Fresh NE trades and fine weather
Long W close hauled heading NW by N all
145° 50 possible sail set. Strong trades all
of these twenty four hours men
employed variously. 4 PM furled
main top gallant sails at 6
PM reefed topsails and hoisted the
Boats on upper cranes

Wednesday March 27

Commences with fresh NE trade
Lat N winds steering NW by N under
11° 18 reefed topsails & courses. 10 AM
Long W set main top gallant sail. Main
147 26 topmast staysail & fly jib 4 PM
furled them again. Employed repairing
and altering ~~lower~~ main topsail for
forward 6 PM reefed topsails steering
N N W. so Ends

Thursday March 28th

Fresh NE trads steering N W
Lat N under topsails & courses middle and
14° 00 latter parts squally employed repairing
Long W fore topsail until breaking out time
148 53 6 PM bent fore topsail (lower one,
& jib reefed courses wind fresh
E. N E.

of New Bedford Thos Mellen Master

Friday March 29

Lat N 16° 33 — Fresh NE trades reefd mainsail
& foresail jib and lower topsails set
Long W — stearing N N W. Squally so Ends
150..12 — bent New Fore top mast staysail
4 P m Kept her off N W by W. and set
main top gallant sail & fly jib

Saturday March 30th

Moderate NE trades & fine weather
Lat N — all possible sail set stearing N W by W.
18..32 — Squally through middle part latter part
Long W — wind light 8 P m Kept her off W by
153.43 — S wind East. weather fine, Worked at
[illegible] and other jobs about the ship
so Ends

Sunday March 31st

Moderate trades at East and fine
Lat N — weather stearing W by S [illegible]
19..37 — 11 A M raised the land bearing S W
Long W — by W South End of Hawaii. 5 P m
Hove to & shortened sail Anchors
off the Bow chains bent & 16 fathoms
range Overhauled forward of the windlass
off & on under short sail so Ends

1878

Log of Bark Northern Light

Monday April 1st 1878

Commences with Moderate N E trades laying off & on the South End of Hawaii under short sail Daylight made sail & kept her off along the land 7 AM abreast of Petit [illegible] sent down Main royal yard and Bent the fore Royal on it fitted lifts & foot ropes sent it up again. Light breeze from N. E on Different tacks working to the E Latter part calm so Ends

Tuesday April 2nd

Commences with light variable winds and fine weather all sail set working to the North along the West side of Hawaii 1 PM Captain Mellen started with Larboard boat & crew for Kealakeakua Bay [illegible] it being Distant 10 miles Latter part calm

Wednesday April 3

Commences with light airs and calms ship heading to the N & E In light breeze from the West all sail set 1 PM Capt Mellen & the Pilot came aboard and at 3 PM let go anchor in 18 fathoms of water Port anchor down in Kealkeakua Bay of New Bedford [illegible] Mellen Master

Thursday April 4th 1878

At anchor in Kealakekua Bay with the Starboard watch ashore on liberty port employed smoking ship and washing ship outside at 6 PM liberty men ~~ashore~~ aboard with the Exception of 3 E Hughes, Leonard, Andrew Anderson Jim [illegible] steamer Likelike came in to anchor at 7 PM

Friday April 5th

At Anchor in Kealakekua Bay employed in painting ship port watch ashore on liberty ~~weather~~ fine & pleasant sundown part of the port watch on Board

Saturday April 6th

At anchor in Kealakekua Bay 6 Am watch on Board 5 men still ashore 3 in Prison Jim Sherman Andrew Anderson H employed painting outside the ship and making A New fore Staysail & Main Spencer weather fine & pleasant so Ends

Sunday April 7th 1878

At anchor in Kealakekua Bay every body on Board excepting the 3 Prisoners got some sights for Chronometer so Ends.

1878 Log of Bark Northern Light of

Monday April 8th 1878

At anchor in in Kealakekua Bay employed setting up rigging 4 Pm Capt. [illegible] came on board and sent 1st officer after the five Deserters that was in Prison got them on Board and at 6 Pm hove short & made sail wind S.W. and at 7 Pm anchor up & at 8 Pm anchor stowed set the watches steering N W by W. All sail set – Bark Eliza in company so ends – Deserters James Sherman. Andrew Anderson &

Tuesday April 9th

Light winds from the land steering N W by N. middle part Calms employed stowing the after Hatch and breaking out water also trimming ship by shifting [illegible] from forward aft. Bk Eliza in sight Mowa & Howard in sight

Wednesday April 10th

Commences with Fresh N E trades all sail set steering N W by N middle part calms latter part fresh N E trades steering N W. employed breaking out and [illegible] [illegible] for the [illegible], latter part strong trades 11 Pm shortened sail off Coko Head

New Bedford Thos. Mellen Master

Thursday April 11th

Fresh NE trades and fine weather 4 PM Kept off and run down off the Harbour 8 PM Capt Mellen went ashore with Capt Murry and [illegible] letters of the Sh Eliza Bark. Ends laying off & on Honolulu

Friday April 12th 1878

Fresh NE trades and squally laying off & on Honolulu capt Mellen ashore At [illegible] PM Steamer Pacific came alongside with recruits fresh NE trades 4 ship laying off & on Helen Mar, Eliza, Pacific, Mercury so Ends

Saturday April 13th 1878

Strong NE trades laying off & on Honolulu. men variously employed 3 ships laying off & on Eliza Pacific Helen Mar 5 P Bk Eliza Pacific Capt Mellen ashore

Sunday April 14th

Fresh NE trades, and squally laying off & on Honolulu Capt Mellen on shore unstowed making [illegible] fore staysail saw 2 schooners bound in so Ends

1878 Voyage of Barque Northern Light

Cruising - Commenced
Edward Hughes
[illegible]

Monday April 15th 1878

Commences with fresh NE trades and squally laying off & on Honolulu [illegible] Harbor 2 PM Capt Mellen came on board received 5 Bbls Molasses & 13 Boxes Potatoes at 4 PM Capt Mellen went ashore again taking with him Larboard & Starboard Bow boat having sold them, two men that deserted at Kealakekua Hawaii came aboard with Capt Mellen also 3 New men he shipped named

Tuesday April 16th [illegible]

Commences with fresh breeze and fine weather from NE middle part squally 8 AM Mr Hamill first officer went ashore and at 4 PM Hamill & Capt Mellen came aboard again squared away for Maui 36 men all told.

Wednesday April 17

Commences with fresh NE trades and good weather daylight raised Maui around 9 AM came to anchor in Lahaina got 6 bunch & 14 pigs and at 6 PM hove up anchor and set [illegible] topsails took both anchors on the bow

Of the [illegible] New Bedford Thos Mellen Master

Thursday April 18th 1878

Strong NE trades daylight off & on Kaula Island Kept their off & run to leward of Nihoa 6 PM furled main sail and set upper topsails steering W N W. weather fine so Ends

Friday April 19th 1878

Fresh NE trades and fine weather [illegible] steering W. N W

Lat N all sail steering N W by N

23. 30 employed fitting Blocks & at the [illegible]

Long W [illegible] Dawson and smoking in the after Cabin

162. 26 & in the same Capt. Mellen having found him smoking Below and warned him three times [illegible] not to smoke Below the said Dawson insisting that it is his rights and Priviliages to smoke Below Capt Mellon telling him he would put him in Irons if found smoking Below again.

Saturday April 20th 1878

Fresh NE trades and fine weather

Lat all sail set employed breaking out

26. 20 water & provisions making a new

Long W main spencer and fitting main

164. 2 [illegible] stay cooper fitting a new Boat [illegible] Starboard [illegible] steering N W by W.

1878 Log of Bark Northern Light

Sunday April 21st 1878

Lat N } Commences with moderate N E
29.04 trades and fine weather all sail
Long W set steering W N W by N. weather fine
166. 32 employed on ship's Duty so Ends

Monday April 22nd 1878

Fresh N E trades and light rain showers
Lat N steering W N W by N. middle & latter part
31. 26 strong breezes furled upper topsails 4 P.M.
Long West set them again employed making spun
168. 22 yarn & setting up main spring stay
steering N W st.

Tuesday April 23

Lat N Fresh N E trades and squally topgallant
33. 10 sail furled 2 P.M. set all sail steering
Long W } N W by N. middle and latter part
169 30 wind light N E employed breaking
Lost NE trades out & stowing out stores unbent foresail
and wind SE all sail set wind light

Wednesday April 24th 1878

Lat N Light breeze from SE and fine weather
35. 54 all sail set steering N W by N. 5 P
Long W M. wind increasing and at 8 P.M.
169 57 furled fore top gallant sail and stay
sails 10 P.M. furled all light sails
employed repairing sails and various
other jobs latter part foggy [illegible]

of New Bedford Thos Mellen Master

Thursday April 25th 1878

Fresh breeze from S.W. and foggy top
Gallant sails furled first part steering
N.W. by N. latter part N.W. W. employed
mending sails Cooper fitting A new Boat.
middle part strong breeze from W.S.W.
furled [illegible] aft latter part furled
main sail Killed one Bullock today

Friday April 26th 1878

Fresh breeze from West and squally
ship under lower topsails and storm sails
heading South employed fitting [illegible]
got down A new boat [illegible] the house [illegible]
employed fitting new [illegible]

Saturday April 27th 1878

Moderate gale from the Westward and
Lat N A heavy sea 3 A.M. moderate set top
40 53 gallant sail and mainsail employed
167. 46 repairing foresail, 12 P.M. [illegible] 6 [illegible]
W Lon Boat. topsail and [illegible] main [illegible]
light breeze from WSW steering [illegible]
N. [illegible]

872 Log of Bark Northern Light.

Sunday April 28th

Lat N 42:85
Long W 168:25

Light breezes from N.W. all sail set steering N.W by N. middle part wind veering to S. furled Topgallant sails and Staysails 6 P.M. furled Main sail and upper fore topsail and jib, latter part wind at South very appearance of bad weather 6 A.M. layed to under lower main topsail

Monday April 29th

Lat N 45:31
Long W 168:37

Moderate gale from S with rain. under lower topsails steering N.W. by N. 3 A.M. layed to under lower topsails very heavy sea ship labouring hard 8 A.M. more moderate kept her off steering N by W. thick weather with much rain and squally lower topsails & storm staysails set shipping quantities of water pumps manned [illegible] to 7 P.M. blowing hard wind S.S.W. furled lower fore topsail and fore & main staysail and layed too heading W by N

Tuesday April 30th

Commences with a very heavy gale from W.S.W. 4 A.M. a [illegible] the main topsail and hauled down the head of the main spencer still increasing in violence 5 A.M. furled main topsail pumps constantly attended ship labouring hard & shipping large quantities of water on deck

Wednesday May 1st 1878

Lat. N Commences with a very heavy gale main
45 [illegible] spencer & fore top mast staysails set wind
Lon W at W by S. ship labouring hard & shipping
167 37 large quantities of water over the Bulwarks
at 4 heavy sea striking amidships
squalls very heavy accompanied with hail
5 A.M. Commenced to moderate wind
veers to W N W set main topsail &
fore staysail & main staysail Filled one
Butt & broke out water 6 P.M.
wore ship heading W S W wind N W
and Fine continues so throughout —

Thursday May 2nd 1878

Lat N Fresh gale from N W heading W S W
46. 36 under storm sails A very high sea running
Long W men employed at various jobs about the
[illegible] ship broke out the stoves and set them
up 7 P.M. set foresail fore top sail jib &
main sail moderating ships heading N N E
close hauled. wind N W. so Ends

Friday May 3rd 1878

Lat N Strong Breeze from N W. weather clear
47. 35 and cold. middle part moderate all
Long W possible sail set heading N E latter
[illegible] part strong breeze from W S W in gallant
sails & jib heading N W.
So Ends broke out flour Butt

1878 Log of Barque Northern Light

Saturday May 4th 78

Lat 47.14
Long W
167.15

Fresh breeze from W S W topsails and courses set heading N W 3 Am furled the uper topsails & courses 8 Am moderating set fore sail & jib 1 Pm set the uper topsail & mainsail 3 Pm wind light all sail set heading N close hauled wind W N W.

Sunday May 5th

Lat N
47.58
Long W
166.31

Light breeze from N W and fine weather all sail set heading W S W 8 Am tacked ship heading N N E 12 M heading N 7 Pm heading N by E Killed A bullock today So Ends

Monday May 6th 1878.

Lat N
47° 3
Long W
166.57

Light breeze from N W and fine weather all sail set heading N [illegible] bar N W [illegible] wind East light all sail set steering West employed repairing sails and sending up crows nest. [illegible] the two boat on the try works so Ends.

Tuesday May 7th 1878

Lat. N 57:40 Long. West 167 45

Light Easterly wind and fine weather all sail set steering N.W. middle part wind went round East at 10 [illegible] breaking out water and filling the [illegible] and various other jobs about the ship 5 P.M. shortened sail and [illegible] to [illegible] S.S.W. under lower topsails & jib

Wednesday May 8th 1878

Fresh gales S.E. by the wind under short sail, 4 A.M. kept her off steering N by E. 9 A.M. rain & thick foggy weather wind increasing kept her off W.N.W. furled the staysails & main top gallant sail 12 M very heavy sea and tide rips all hands on deck good lookouts kept for land or breakers 2 P.M. kept her N.W. by N sea quite smooth saw a great many wild geese ducks & kelps. thick fog 4 P.M. cleared up a little saw the land to the westward steering N.W. all sail set wind W.S.W. Calculated we came through 172 Passage. Fresh S.W. winds the remainder of these twenty four hours

12 M Passed through 172 Passage

1878 Log of Barque Northern Light - of

Thursday May 9th

Moderate Breeze from SW and fine
Lat N Clear weather all sail set steering NW
54 53 employed overhauling and Coiling New
175 17 whale lines killed one Bullock Put
out 3 Boats and sent down upper
fore topsail wind light South. Painted
the Dinkey So Ends

Friday May 10th 1878

Lat Light Breeze from SE and fine weather
55 53 steering NW by N all sail set employed
Long W repairing fore topsail 2 Pm Bent it
177 03 and sent down upper main topsail
also fore top gallant sail unrove the
fore top gallant sail riggin weather
fine and pleasant. So Ends

Saturday May 11th

Light Easterly wind and fine weather
all sail set steering NW by N. First
part foggy employed repairing main
topsail middle part clear Latter
part thick fog Bent main topsail
and broke out A Cask of Bread
appointed James Hennesey to take
care of the Starboard boat and to
steer Capt Mellen as per Agreement
signed by Capt Mellen and witnessed
by Chas. Hamill. To Obs 7 Pm
Shortened sail

Sunday May 12th 1878

Fresh Breeze from West and foggy under short sail steering N W by N middle part foggy hauled aback 3 Am kept her off again N W by N and at 11 A M made the ice in Lat 58.51 & Long 180.00 by D R, ice scattering and light stood in to the N 6 miles & saw considerable ice wore ship and kept her off to the Westward as the are A heavy swell from the South. Killed two Bullock as the feed is all gone weather clear and cold wind East.

ice

Monday May 13th 1878

Strong breeze from East and clear ice to the Northward first part under short sail daylight made sail heading N W 10 Am came up with scattering ~~[illegible]~~ ice tacked ship heading to the Eastward broke out water and fitted rudder gags middle part set upper topsails and jib 8 Pm wind freshning again furled upper topsails scattering ice in sight so Ends

Lat 59.45
Long W
182° 00

Tuesday May 14th 1878

Commences with A strong breeze from N N E and clear ~~[illegible]~~ 1.00 Pm shortened sail 2 Am made sail working to the North and at 3 Pm raised A sail to the Windward spoke schooner Con Mr Ward of New London reports Heavy ice to the North also Sh Progress A Norma

Lat N.
16° 41
Long W.

1878 Log of Bark Northern Light of

Wednesday May 15th 1878

Lat N 65°15 Long W 183°06 Fresh from NNE and clear under Short sail Laying aback in scattering ice 2 Bks and A schooner in sight moving around in clear water under easy sail 5 ships in sight spoke Bk Norman Progress & Thos Pope moderate breeze from NE

Thursday May 16th "

Lat N 60:09 Long West 183' 06 Strong breeze from NE and clear Under Short sail on Different tacks 4 Ships in sight heavy ice to the N scattering ice to the SE Latter part strong breeze from N and snow squalls

Friday May 17th 1878

Commences with A strong breeze from N and frequent snow squalls first Part Laying Aback under easy sail middle & latter part working to NE scattering ice in sight also 2 ships wind NNE. No Obs

New Bedford Shp Thos. Pollard Master

Saturday May 18th

Lat. N
60.02

Fresh breezes from N.N.E and snow squalls working to the N E among scattering ice 2 ships in sight ice heavy to the N & N W. ships under lower topsails & jib lay aback through the night daylight set upper topsails latter part wind increasing and snowing shorten sail again on short tacks throughout latter part quite moderate. So Ends

Sunday May 19th 1878

Lat. N
60.3

Moderate Breezes from N E and foggy laying aback in clear water daylight made sail working to the N E one ship in sight remainder of these twenty four hours foggy strips of heavy packed ice to the N & N E latter part in clear water laying aback thick fog So Ends

Monday May 20th 1878

Lat N
60.10
Long W
183 46

Wind light from N E and thick fog laying aback in clear water heavy ice to the North 6 AM wind hauled to the Westward made sail & stood into the ice to the N ice close out sight wind light steering through thick ice to the N 4 ships in sight in the ice middle part freezing. snow squalls all possible sail set.

1878 Log of Bark Northern Light of

Tuesday May 21st 1878

Light breeze from the Westr with snow all possible sail set working through ice to the North wind very light and variable 4 Ships in sight Employed clearing up between decks weather fine through the middle and latter part shoot several seal saved one so Ends No Obs

Wednesday May 22nd 1878

Lat N
60·20
Long W
184: 01

Light airs from West & N.W. all sail set steering through thick ice wind at S.W 7 ships in sight thick ice as far as can be seen from Mast Head open ice to the S.W employed breaking out water Bent the fly jib unbent main staysail and sent down main spring stay all sail set working to the North. sent down fore top galleant yard

Thursday May 23rd 1878

Lat N
60·28
Long W
18[illegible] 10

Light breeze from S.W and fine clear weather all sail set working through thick ice to the N remainder of this day foggy ice packed has made but very little headway at 5 P.m, cleared up saw 2 Ships Employed sending out the cutting stage and shortening main spring stay and setting it up again sent down main spencer gaff rounded cutting tools & top mast studding sail boom to fit a new one ends calm ice packed

New Bedford Thos Mellen Master

Friday May 24th 1878

Lat N
60°33
Long W
183 58

Calmm and thick fog in packed ice 9 Am cleared up 4 ships in sight light airs from North all sail out heading to the NE employed repairing main staysail sent up Cutting Blocks Killed 4 Pigs ends Calmm ~~wind light~~ ice thick

Saturday May 25th 1878

Lat N
60° 41
Long W
183.50

Light airs from NE and fine clear weather All sail set ship in thick ice 6 ships in sight middle part wind SW and very light Employed repairing main staysail and various other jobs 4 Pm light breeze at South steering through loose ice so Ends

Sunday May 26st 1878

Light breeze from South And fine Clear weather steering through loose ice 9 ships in sight ice opens for a few hours each day and closes up again together Gaining slowly to the North latter part thick fog ice shut up close so Ends

1878 Log of Bk Northern Light

Monday May 27th 1878

Lat N 61°05 Long W 183°00 Begins foggy in thick ice wind light middle & latter part clear ice slack for the greater portion of these twenty four hours latter part wind W. & N. employed breaking out provisions and overhauling cutting gear Bent Main staysail sent down the Main spencer

Tuesday May 28th

Light breezes from W. & N in heavy ice working to the S. E all sail out. 4 Am wind hauled to the S. E. furled all light sail and upper topsails 8 Am clewed up Lower topsail and furled Everything ice slacking up ship drifting fast to the S. W struck several times quite hard got A tackle on the lea side of the rudder and secured it other tackles on also guys 12 noon made fast to two large peices of ice have lost considerable copper pumps carefully attended to. 4 Pm thick fog and A strong breeze from S. E got 2 hawsers fast to Each cake of ice one to windward and one to leeward laying quite comfortable since we made fast only drifting [illegible] so Ends

Lat N 60°57 Long W 182°35

Wednesday May 29th 1878

Wind fresh from NE middle part & squally in Packed ice came out fast out of the ice on both sides 3 ships in sight employed breaking out water Cooper making Rings 9 PM wind light has rained all day latter part snow so Ends —

— Thursday May 30th 1878

Calms and snowing in Packed ice ship made fast to it thick fog and snowing about all of these twenty four hours 8 AM let go of the ice and made sail wind at East, ice open 3 ship in sight at intervals. wind Back to NE and foggy made the ship fast to a very large Peice of ice and furled all sail again employed at various Jobs about the ship — No Obsarvations so Ends

— Friday May 31st 1878

Moderate breezes from N East sail fast to A large peice of ice heavy ice to the S & SW & NW more broken to the Sn & East 4 ships in sight ice opening wind E NE 9 PM let go of our fasts & made sail working to the N W thick fog End so No Obs

1878 Log of Bk. Northern Light

Saturday June 1st 1878

Lat N
61° 12
Long W
182. 19

Wind Light E N E and thick fog working through loose ice to the S W. 6 A M heard A whale in the ice lay back some time but did not hear it Again 9 A m Cleared off 4 ships in Sight made fast to A peice of ice 4 P m let go again wind W S W 7 ships in Sight packed ice 3 miles ahead of us under easy sail so Ends

Sunday June 2nd 1878

Wind Light W by S in Packed ice made fast to the ice. 7 A m let go of the ice and made sail working into the North ice very heavy thick fog all day 7 P m made fast to the ice again as we endanger the rudder by being under sail saw A great many seals also A school of Grampuses ends foggy heavy ice as far as Can be seen No Obs

Monday June 3rd 1878

Light breeze from W S W. and thick fog ship fast to the ice 7 A m cleared off saw 4 ships in the ice 1 British Bk Cygnus ice Packed and very Heavy to the North as far as can be seen made all sail and moved A little about 1/4 of A mile employed overhauling Blocks saw the Land bearing North so Ends

of New Bedford Thos Mellen Master

Tuesday June 4th 1878

Saw whales
today.
By Dead
Reckoning
we are South
of Navarin
30 Miles

Light breeze from S and A light fog
ice very close and heavy to the S. 1 Am,
ice opening working to the North. 8 Am got
into small ponds of clear water all sail set
0 3 P m heard A whale spouting in the ice.
lowered 3 Boats but could not get to him
as he was in heavy packed ice. 6 Pm
Boats aboard again 8 Pm saw A
Bowhead close to the ship two risings
lowered the larboard Boat and lay along
side as the ice was very thick 10 Pm
Boat aboard again thick fog all of these
twenty four hours

Wednesday June 5th 1878

Lat. 61:22
Long W
181 34

Light breeze from SW and A thick fog
in thin light ice foggy through the night
clear through the day saw the land bearing
S by W to N W. heavy ice as far as can
be seen from aloft working to the N
3 ships in sight ice more open in shore
4 Pm thick fog so Ends

Thursday June 6th 1878

Lat N
61°28
Long W
181 26

Light breeze from SW and foggy in heavy
ice working to the North 5 ships in sight
1 boiling land in sight to the N.
Latter part wind light and
clewed down employed breaking
out water ends calm

1878 Loog of Bk Northern Light

Friday June 7th

Light airs from NE clewed up and made fast to A peice of ice 4 Am let go again and made sail working
Lat N to the NE land in sight to the N
61°29 also 4 ships 1 boiling 10 Am made
Long West fast to A peice of ice 4 Pm let
181°38" go again and made sail stearing to the North ice quite open all sail out weather fine Wind West So Ends

Saturday June 8th

Light breeze from West steaing through
Lat N scattering ice to the North Cape Navarin in sight bearing S by E 3 ships in sight ice very open around the Cape middle part Clear & fine latter part foggy laying aback sounded and found 45 fathoms of water spoke Bk Progress No Obs. reports having taken 2 whales

Sunday June 9th 1878

Light breeze from West and foggy laying aback in clear water Sounded and found 45 fathoms of water spoke Bk Dawn San Francisco nothing this season saw 5 ships So Ends foggy throughout No Obs.

Of c New Bedford Thos Mellen Master

Monday June 10th 1878

Fresh breeze from the South and fog 8 Am cleared up saw the land Kept her off stearing N N W scattering ice in sight also 8 ships all stearing to the North cape Thaddeus in sight Dist 10 miles Bearing W N W all sail set stearing to the North 10 Pm came up to the ice shortened sail and luffed to heading to the East.

Tuesday June 11th 1878

Fresh breeze from South and rain under short sail on Different tacks Spoke BK Rainbow of New Bedford reports having taken 7 whales this season and seeing A great many made all sail stearing N N E raised ice luffed to the Eastward weather foggy all sail set working to the Eastward

Wednesday June 12th 1878

Light breeze and fogg from the Eastward
Lat N Land in sight to the North with heavy
64°.31 ice close in to the land 7 ships
Long W, in sight 1 boiling middle part wind
N W and light working to the
N E broke out Beef & Pork & Molasses
saw one ships whaling so Ends

1878 Log of Bk. Northern Light

Thursday June 13th

Wind very light & foggy from South 11 A.M., I close in with the land Kept off to the Eastward with a light breeze from West latter part wind E saw 1 schooner & 2 ships also some scattering ice & spoke Bk Pacific & Bk Eliza laying aback off Plover Bay wind light & foggy So Ends

Friday June 14th 1878

Commences with A light breeze and fine weather all sail set laying around in the vicinity of Plover Bay 9 A M lowered the Boats saw 2 whales going quick to the N E took the boats up again and at 10 A M raised 2 more whales going quick Second officer Mr Robt Strattons Boatsteerer "Otto" Heinke, missed A whale for him Capt Mellen broke him and sent him in the forecastle Mr Stratton taking James Hennessey foremast hand to steer him 5 P m saw 1 whale going very quick to the North lowered without success of New Bedford Thos Mellen Maste

Saturday June 15th

Light airs from the West all sail set steering N.E. employed breaking out shooks came up with scattering ice latter part fresh breeze kept out the dinky spoke Schooner Lolita & Wm H Allen 1 whale each heavy ice in the Straits saw one whale going to the North quick wind South & light weather clear Diomede Islands in sight also East Cape bearing North 9 PM Boats aboard again

Sunday June 16th

Light winds from the N and Clear weather off Saint Lawarence Bay ~~10~~ AM made sail working into the Bay blowing strong from the N foggy off shore working through strips of ice ship striking heavy 3 AM let go Anchor in 9 fathoms of water port anchor down 45 fathoms of Chain out 7 AM ice broke off from the land and fouled us hove up anchor and made sail working up again while getting under way ships got stern way on striking the rudder but done no damage came to anchor again at 4 PM in 9 fathoms of water 30 fathoms of Chain wind increasing and at 8 PM gave her 30 fathoms more chain as she was dragging got the Starbd Anchor all ready and reefed the crows nest So Ends Blowing A strong gale

1878 Log of Bk. Northern Light

Monday June 17th 1878

Comences with A strong gale from the N at anchor in Saint Lawrence Bay Port anchor down with 60 fathoms of chain out in 11 fathoms of water at 4 Am started to drag let go the Starboard Anchor and gave her 25 fathoms of chain on it Middle part moderating 10 Am Bk Thos Pope came to anchor 2 Brigs & A schooner came to anchor Cooper employed setting up shooks served out Native Boots to the crew. Broke out Rice. Beans & Dried apples Still Blowing 1 Bk in sight working up from the Southward so Ends

Tuesday June 18th 1878

St Lawrence Bay S [illegible]

Commences with A fresh breeze from the North with snow at anchor in Saint Lawrence Bay 2 Brigs 2 Schs 1 Bk at anchor 2 Am started to heave up the Starboard anchor got it up to hawse pipe & found it had 2 turns of the port chain around it commenced and blew up again from N W had to let go of it again & at 11 Am called all hands and hove it up again bent A hawser unto the Port chain and unshackled it and took the turns off took the starboard anchor unto the Bows. 6 Pm hove up and got under way to the S 7 Pm saw one whale going to windward quick lowered 2 boats without succes

Of New Bedford Thos Mellen Master

Wednesday June 19th 1878

Fresh Breeze from North & clear working
up through Behrings Straits 4 ships in
sight 12 M. passed East cape scattering
ice in sight latter part foggy all sail set
ships on different tacks wind N.N.W.
Cooper employed setting up shooks took the
starboard anchor on the bow and unbent
the chain and stowed it below ends foggy
wind light all sail set working to the
N. 2 vessels at anchor off East cape

Thursday ~~Wednesday~~ June 20th 1878
(E. Hamill)

Light breeze from N.N.W and foggy laying
aback the first part middle & latter
Lat N part on different tacks working to the
66.33 N employed Breaking out water
Long W. Bread flour & provisions Cooper setting
up shooks sounded and got 25 13 fathoms
of water stood in to the Westward and made
the ice saw the land Bearing West distant 7 m

Friday ~~Thursday~~ June 21
(E. Hamill)

Moderate breeze from the North and foggy
all sail set Heading N.E. ice heavy to the
North 5 ships in sight saw a few whales
in the water also some Devil fish. Spoke
Bk John Howland 1 whale this season
also Bk Florence 2 whales working through
scattering ice to the North latter part
foggy so ends

1878 Log of Bk. Northern Light

Saturday June 22 1878

Moderate breeze from the N and foggy in scattering ice 5 ships in sight ice Packed to the North saw A few walrus in the water near ice to the East & SE 12 ships in sight Latter part wind N W and foggy under short sail in clear water. No Obs. So Ends

Sunday June 23rd

Light breeze from N W and foggy under short sail in scattering ice. 6 A m made all sail steering SE through scattering ice several ships in sight wind light North weather Clear 12 noon luffed on the wind heading W by S all sail set saw A few walrus in the water

Lat. by
67.. 05
Long DR
168 48

Monday June 24

Light breeze from N N W and clear all sail set heading to the Westward foggy middle part wind SE and foggy saw the Bk Coral walrusing spoke her reports having taken 3 whales and 40 walrus 9 ships in sight very heavy ice to the North So Ends

Tuesday June 25th 1878

Moderate Breeze from SSE and fine
weather all sail out laying around the
ice Pack 4 Am, wind from SW kept
her off NE along the Edge of the Pack
Saw A few walrus but could not get the
Boat in to them Exchanged 2 Boat
Walrus Loads of fire wood with Bk. Norman
5 for 400 lbs Potatoes lowered and got
5 walrus

Wednesday June 26th 1878

Moderate Breeze from SW and fine clear
weather all sail set working to the Westward
weather clear 8 ships in sight, 9 AM lowered
and seen some walrus but did not get any
wind SW and foggy 12 M boats aboard
again all sail set spoke Bk Hunter
and Norman also Bk Mercury ice in
sight to the NW so Ends

Thursday June 27th 1878

Fresh Breeze from SW and clear
Lat N Middle & latter part light airs and Calms
67.42 working to the NE 12 M lowered for
168.40 Walrus 3 PM Capt Mellen on Board
again got 3 walrus all sail set working
Walrus Back to the SW 6 ships in sight saw
3 a good many walrus but could not get to
them employed breaking out water

1878 Log of Bk Northern Light of

Friday June 28th 1878

Light airs and foggy from SE heavy ice in sight to the North foggy the greater part of these twenty four hours lowered the [illegible] after walrus but without success all sail set working SW along the Edge of Packed ice saw a few small lots of walrus on the ice also some in the water going SW. wind S and clear 3 ships in sight

Walrus 1

Saturday June 29th

Moderate breeze from S and clear all sail set working to the SW 9 AM raised Cape Serdze Kamen bearing SW. heavy Packed ice to the N 8 ships in sight seen No Walrus today gamed with Schooner W H Meyers of San Francisco spoke Sea Breeze & Eliza reports seeing but very few walrus 1 PM made sail steering NE by E. 6 PM foggy wind fresh [illegible], continuing so throughout

Lat. N 67. 25 Long W 169°35

Sunday June 30

Fresh breeze from S and foggy ship under lower topsails heading E. 4 AM Clear made sail steering NW by W 1 PM made the ice wore ship heading East still foggy saw 1 ships wind light S Ends so.

of New Bedford Thos Mellen Master

Monday July 1 1878

Light breeze from South & thick fog working
Lat- N to the S.W. on Different tacks 1 Am
saw the ice 6 Am Fresh breeze furled
t.g. sails and at 7 Am furled
upper topsails and staysails saw
1 ship to the S E. still foggy 6 Pm
moderating under short sail working
to the S W.

Tuesday July 2nd 1878

Moderate breeze from the S and foggy
2 Am spoke Brig Onward of Honolulu
received letters by her Capt Smithers being
very sick sent for Capt Mellen to prescribe
for him 12 M wind hauling to the East-
ward 2 Pm clear all sail set steering
to the S W. brig in company Capt Smithers
very sick Disease Inflamation of the Bowels
running the ice along to the South.
3 sails in sight

Wednesday July 3rd 1878

Lat N. Light breeze from N E and clear
67 44 all sail set steering to the S W. along
6 Walrus } the edge of scattering ice heavy rain first
3 } part middle part wind light raised
some walrus lowered and got 6 walrus
latter part calm so Ends

1878 Log of Bk Northern Light of

Thursday July 4th 1878

Calm weather fine several ships in sight so Ends — middle part wind light all sail set: working to the SW. Mr Anderson third officer found Edward Hughes cutting down A Ham that was Hanging made fast to the Boat on top of the House reported to the mate. the mate reporting it to the Captain Called him aft the Captain asking him if it was so he Denied Doing so afterwards said he was only taking a peice of it told him if found Stealing again would put him in irons he answered to put him in Irons now and gave considerable back answers the Captain

35 Walrus told the mate to keep him up his watch below he ~~said~~ he would rather go in irons captain [illegible] told him he was not ready to put him in irons &c —

8 A M put him in irons and put him in the run lowered the Boats after walrus in company with Capt [illegible] Bk Mercury. and at 7 P M had them all on board, 35 walrus weather clear and fine wind [illegible] gamed with Bk Mercury and Brig Onward fresh Breeze employed skinning walrus Blubber So Ends these twenty four hours

New Bedford Thos Smith Master

Friday July 5th 1878

Moderate Breeze & fine weather from
the N W stood in to the S W through
loose ice 7 Am raised A few walrus
Lat N And got 2 several ships in sight 12 M
67. 17 heading N N W all possible sail set
Long W 5 P m in clear water. light fog spoke
170. 31 Bk. Roman & Bk Coral. Edward
Hughes still in irons Complained of his
irons being to small took them off and
Walrus 2 put on a larger pair let him have
some clean clothe also his Blankets
finished mincing the walrus [illegible]
put it in the Tanks. spoke Bk Legal
Tender from San Francisco received Letter
By Her.

Saturday July 6th 1878

Light breeze from the West and foggy all
sail set working to the N & Westward
Walrus 15. first part foggy 12 Pm raised some walrus
Got 14 7 Pm boats aboard again made
sail working to the windward again weather
clear stood S W Packed ice to the
Westward. Edward Hughes still in Irons
7 Pm gave him his Matrass [illegible]

Sunday July 7th 1878

21 Walrus Light Breeze from S W and clear heavy Packed ice to the N.W. all sail set working to the S.W. 6 A M kept her off to the North. 8 A M raised some walrus and lowered the Boats and got 21 weather fine wind light from the South several ships in sight Capt Mellen Released Edward Hughes out of irons at his request and promising Obedience Hereafter and attending to his Duty.

Monday July 8th 1878

50 Wal. Light breeze from the S and fine weather laying around the Edge of Packed ice made sail and stood into the ice and at 12 M lowered boats got 50 walrus in Company with Bk Thos Pope, 8 P M Boats aboard again made all sail again working to the South. weather fine.

Tuesday July 9th 1878

12 Wal, Light breeze from S E and fine weather employed skinning walrus & blubber. 9 A M lowered the Boats and got 12 Walrus in Company with Bk Thos Pope 3 P M boats aboard again made sail working out of the ice ship struck a piece of ice and Knocked A peice of the Lead off her Stem edge some of the sheathing & felling off the Bow .. So Ends

1878 New Bedford Thos Mellen Master

Wednesday July 10th 1878

41 Wal Light breeze and fine from S.S.E in Loose scattering ice. 6 AM raised some walrus lowered and got 41 lost A great many by the ice breaking. 2 PM Boats aboard again worked to ~~the~~ S.W. and saw No walrus. 8 PM hauled to the North.

Thursday July 11 1878

Lat. N. 67.30 Light breeze from West and clear
170.13 weather in scattering ice. saw no walrus 10 AM in clear water employed Boiling broke out provisions 10 ships in sight all the Cape [illegible] bearing W.S.W. weather fine wind light. PM Ship close to the ice

Friday July 12th 1878

Light breeze from the N.W. and fine weather. All sail set working to the S.
16 Wal, 9 AM lowered and got 16 Walrus 11 ships in sight employed Boiling weather fine so Ends

Log of Bk Northern Light of New

Saturday July 13th 1878

Light breeze from West and fine weather
all sail set working to the West
9 Wal, Cape Serdze in sight A great deal of
scattering ice in sight several ships
in sight finished Boiling lowered
three and got 9 Walrus weather
fine and pleasant.

Sunday July 14th 1878

Light Breeze and fine weather all sail set working to the SW. 9 Pm shortened sail & lay around the ice, Calms and raining through the night foggy through the remainder of these twenty four hours. 9 Am, commenced stowing down stowed down 4 hundred & fifty BBls on Starboard side of main Hatch 6 PM finished stowing oil set the watches.

Monday July 15th 1878

Light breeze and fine weather latter
part rain spoke Bk Thos Pope 660 Wal,
2 Wal, saw the Bk Mercury Walker worked
into the ice and saw some Walrus
lowered and got 2 Walrus 9 Pm
boats aboard again laying aback
under topsails scattering ice around
Cape Serdze in sight Dist 20
Miles

Bedford Thomas Mellen Master

Tuesday July 16th 1878

Light breeze from the West and clear laying aback in open ice under topsails 4 Am lowered for walrus and got in made sail steering to the S E raised
45 Wal, walrus lowered and got sixty four 5 Pm Boats aboard again made all sail steering to the West & S W saw more walrus and at 7 Pm lowered loose ice around wind light S W seven ships in sight so Ends Boats down after walrus

Wednesday July 17th 1878

Wind light South and clear weather Ship under topsails in loose ice Boats
50 down after Walrus, 6 Am, Boats aboard again got fifty walrus saw A great many walrus 8 Am, foggy laying around in loose ice [illegible] west. Ship stopped skinning walrus Blubber ends foggy

Thursday July 18th 1878

Moderate breeze from West and foggy Ship under short sail in open ice 6 Am lowered after walrus and got 31
31 wind light from the East Packed ice to the Westward 5 Pm boats all aboard made all sail working to the Eastward through heavy ice 3 ships in sight latter part foggy

Log of Bk. Northern Light of New

Friday July 19th 1878

1 W.T.,
22 Wal,

Light breeze from the N.E. and foggy all sail set working to the Eastward A great deal of Heavy ice around 6 Am raised some walrus lowered and shot 22 Thick fog spoke Bk Mercury exchanged two thousand Catridges with them as our 44 Catridges are poor. 2 Pm Boats all aboard made sail and set the watches and at 6 Pm in clear water still foggy started the tryworks to Boil

Saturday July 20th 1878

5 Wal,

Moderate breeze from East and thick fog working to the Eastward 1 Am in clear water 2 Am kept her off N.W. raised walrus lowered and got five made all sail working to the South weather fine and clear Cape Serdze in sight to the SW employed boiling

Sunday July 21st 1878

Moderate breeze and fine weather from the Eastward all sail set steering into the NW 11 Am thick fog laying aback in clear water wind West 3 Pm cleared up wind East kept her off W S W ice in sight ahead latter part light breeze and rain from E N E finished Boiling so Ends

Bedford Thomas Mellen Master

Monday July 22nd 1878

Light breeze from E & Eastward [illegible] under short sail working to the S W 6 A M commenced stowing down oil 5 P M finished stowing oil and set the watches stowed down One Hundred & sixty four Barrels under short sail thick fog all of these twenty four hours latter part calm so Ends

Tuesday July 23rd 1878

- Light air and variable foggy under short sail 4 A M made sail heading S saw a schooner steering S heavy ice to the S 11 A M lowered and
17 Wal shot 17 Walrus 6 P M Boats aboard light breeze from the Eastward made all sail working to the SE off heavy ice wind very light & foggy 2 Ships in sight so Ends
Cape Serdze in sight bearing S 20 Miles

Wednesday July 24th 1878

Light winds and foggy from the Eastward all sail set working to the East 6 A M up with heavy ice saw some walrus but the natives drove them off all sail set steering N E saw 2 Bks walrusing weather fine light fog wind E S E employed breaking out shooks steering to the N along the edge of scattering ice So Ends

Thursday July 25th 1878

Commences foggy with light Easterly wind
92 Wal boats down walrusing 7 A M Boats aboard
again got 92 walrus made all sail heading
8 Wal to the Westward saw Walrus to the NE
tacked and made all sail and at 2 Pm
〃 lowered the dinkey and shot 8 Walrus raised
more Walrus S W lowered and shot in
Company with Bk Hunter Boats
down skinning

Friday July 26th 1878

Calm and light airs Boats skinning low
5 Am Boats aboard set the watches
59 Wal got 59 Wal watch employed skinning blubber
〃 made all sail working to the SW 7 Am lowered
and shot 160 in company with Bk Hunter
saved 65 each lost the rest By the ice
65 Wal breaking 10 Pm, Boats all aboard set the
watches working to the westward more walrus
in sight first and middle parts fine
weather latter part rain wind SW so ends

Saturday July 27th 1878

Light breeze from SW and rain watch employed
skinning walrus blubber working slowly to the
SW middle part fresh breeze and rain
under short sail spoke Bk "Eliza" and
received letters also Schooner "Leo" of
San Francisco Latter part weather fine
so Ends Broke out Provision Bread &c

Bedford Thomas Mellen Master

Sunday July 28th 1878

Light air from SW in scattering ice lowered after walrus and shot 91, 7 A.M.
(75 Wal, Boats aboard again saved 75 lost the rest.
By the ice breaking up several ships in sight
let the walrus heavy swell at the edge of the
ice ship under easy sail wind N and light
with fog employed mincing walrus blubber ends
with A fresh breeze from North & foggy

Monday July 29th 1878

Fresh breeze from N and foggy heavy swell from
N.E employed mincing blubber. 11 A.M saw
107 some walrus lowered and shot 111 lowered
all of the Boats 12 midnight Boats aboard
and saved 107. weather fine lowered the
Dinkey and shot 152 sent two boats in skinning
and sent the watch Below 6 A.M called all hands
and sent in all of the boats

Tuesday July 30th 1878

Fresh breeze and fine weather boats
in the ice skinning walrus 5 P.M
105 Boats aboard wind SW and blowing
fresh ice setting in around us have
to get out of the ice wind increasing
took in upper topsails saved 105 Wal
and Lost 47. 7 P.M ship in
clear water 2 ships in sight
Charles Sturick foremast hand refused
to stop smoking in the waist while
skining Blubber has been giving Captain
Mellen Considerable Jaw & Back

1878 Log of Bk Nothern Light of New

Wednesday July 31st 1878

Fresh breeze and foggy with A heavy swell from the S ship in clean water under lower topsails employed skiming walrus Blubber spoke Bk Eliza latter part wind west and light ice in sight to the Westward also some water to End.

Thursday Aug 1st 1878

Commences with A light breeze from the SW and fine clear weather 2 Bks and one schooner in sight also ice to the Westward wind hauled to the SE and increasing 1 PM foggy heading to the NE under easy sail started the try works Cooper employed setting up shooks latter part rain to Ends

Friday Aug 2nd 1878

Fresh breeze from SE and thick disagreeable weather Employed boiling Cooper setting up shooks 2 AM made the ice tacked ship wind hauling to the SW made several tacks to the Westward 8 AM cleared up considerable scattering ice around got some sights which put us in with the land sounded and got 28 fathoms 6 PM sounded again and got 25 fathoms made sail hauled up 30 fathoms of Chain and shackled on & overhauled 15 fathoms range on Port Anchor

Saturday Aug 3rd 1878

Moderate breeze from N W and a heavy swell with rain under short sail working to the N W. 3 AM wind veered into the N E and cleared off remainder of these twenty four hours fine weather employed Boiling & stowing down oil stowed 90 Bbls of oil in main Hatch Cape Lisburne in sight and at 12 M distant 35 miles bearing E S E.

Sunday aug 4th 1878

Moderate breeze from N E and fine weather employed boiling 12 noon Commenced stowing oil in main hatch and at 6 PM finished stowing down and set the watches weather fine wind N E on different tacks working to the N E along the land at 12 M sounded and found 9 1/2 fathoms of water saw a few Peices of ice So Ends

Monday Aug 5th 1878

Moderate breeze from N E and fine weather all possible sail set working to the N E along the land saw a few peices of ice employed boiling 12 noon finished Boiling Commenced stowing down oil stowed down 80 Bbls of oil on the Starboard side of main Hatch at 4 PM Point Lay bearing East distant 18 miles 6 PM finished stowing oil and set the watches

1878

Log of Bk. Northern Light of New

Tuesday Aug 6th 1878

Commences with fine clear weather and A moderate breeze from S E all sail set working to the N E along the land on Different tacks, middle part wind light and foggy employed stowing down 7 PM finished stowing oil. 4 Pm light breeze from S by W. and clear land in sight to the Eastward some scattering ice in sight in shore steering N by E all sail set.

Wednesday Aug 7th 1878

Moderate breeze from SW and clear all sail steering N by E 8 Am steering NE weather clear land in sight employed washing ship 3 PM foggy 4 Pm made the ice backed ship and lay aback wind NW saw A few walrus ends foggy

Thursday Aug 8th 1878

Commences with calm and foggy laying aback close to the Packed ice, 3 A m; cleared up made sail working to the NE land in sight to the Eastward Midnight [illegible] natives came aboard 3 PM spoke Schooner Wm H Stephens of San Francisco also schooner Lofetia of Honolulu steering to the SW, Latter part wind East and raining so Ends

Bedford Thomas Williams Master

Friday Aug 9th 1878

Commences with moderate breeze from East and rain laying aback off Sea Horse islands gaming with Schooner Loletia Packed ice extending from Wainwright inlet to the NE as far as we can see from Mast Head distant from the land about 8 miles foggy at 9 AM, came to anchor in 10 fathoms of water & 30 fathoms of chain out rain and fog throughout fresh breeze from SW 4 PM called all hands and got under way working to SW spoke Bk Abm Barker of New Bedford Packed ice about 10 miles distant from the land 4 ships in sight strong current setting N.E.

Saturday Aug 10th 1878

Fresh breeze from SW and rain under short sail working SW gaming with Bk Abm, Barker, 2 AM, fresh gale from SW and rain & fog carrying all possible sail working to the SW ice pack distant from the land about 5 miles 4 ships in sight at 12 midday came to anchor in 10 fathoms

ff Woody of water Starboard anchor down & twenty-
lo inlet five fathoms of chain out heavy swell some
anchored ice in shore aground 4 ships around & some

at anchor to the NE ice in sight to the SW current 3 knots setting parallel with the land Woody inlet in sight 8 miles SW. 6, PM, wind very light continues so throughout the remainder of these twenty four hours

1878 Log of Bk Northern Light of New

Sunday Aug 11th 1878

[illegible] [illegible] anchored

Commences with A light breeze from SW at anchor in 10 fathoms of water Starboard anchor down 20 fathoms of chain out ice off shore and setting to the NE quite fast with the Current some of the points of the Pack setting in shore very close to us 4 ships and one Schooner having to get under way several times and go inshore to clear the Pack 2 PM, ice onto the land to the NE some scattering ice aground in shore of us Latter part rain and fog Wind light SW heavy swell from the WSW. remainder of these twenty four hours wind light & Very foggy

Monday Aug 12th 1878

off Woody inlet anchored

Commences with light SW wind and rain at anchor in 10 fathoms of water Starboard anchor down 20 fathoms of chain out about 5 miles NE of noody Inlet ice in shore of us continues foggy with rain at intervals No ice in sight off shore Latter part calm employed cleaning irons captain Neblen on Board Bk Dawn of San Francisco for A short time cooper employed setting up shooks. calm the remainder of these twenty four hours and foggy So Ends

Tuesday Aug 13th 1878

off Windy Point [illegible]

Light airs and calmns foggy at anchor in 10 fathoms of water Starboard anchor down 20 fathoms of chain out ice in shore of us land Distant one mile & a half No ice in sight off shore 6 AM light air from the NE, 9 AM, Called all hands and got under way working to the NE latter part moderate breeze from NE all sail set working to the Eastward foggy so ends

Wednesday Aug 14th 1878

Fresh breeze from NE and thick fog ship under lower topsails & jib laying aback on Different tacks strong current setting NE ice in shore aground & the Pack off shore 6 miles, sounded and got 135 fathoms kept her off SE by E and got 17 fathoms spoke Bk Mercury at anchor. got all ready and at 4 AM came to anchor in 12 fathoms of water Port anchor down and 35 fathoms of chain out 7 AM clear got under way and worked up to Point Barrow saw the wrecks of 2 vessels spoke Bk Mercury she reports the loss off Bk Helenee & Wm H Allen the former of San Francisco & the latter of Honolulu the rest of the fleet has gone to the Eastward Ends strong Breeze from NE under lower topsails on Different tacks Point Barrow in sight about 4 miles Distant Bearing SW

1878 Log of Bk Northern Light of New

Thursday Aug 15th 1878

Commences with A strong breeze from NE and clear laying around in clear water under short sail Point Barrow in sight Dist 5 miles, 2 Am, wore ship kept her off and run to the SW of the Point and anchored in 4 fathoms of water strong breeze from NE spoke Bk Sea Breeze of New Bedford reports the greater part of the fleet off Return reef and the packed ice close to the land while getting underway got stove reports his ship leaking badly bottom gone through the middle & after parts. got Permission from Capt. Thos Williams for to take some old junk. sent 3rd officer & Boats crew and got some

Friday Aug 16th 1878

Begins with strong breeze from NE and snowing continues so throughout these twenty four hours 5 Am got underway and went inshore to clear the ice and at 9 Am anchored in 3½ fathoms of water 15 fathoms of chain out with the Port anchor down ice setting in shore and at 6 Pm got under way and came out in 8 fathoms of water ice pack setting inshore fast. anchored in 7 fathoms of water about 12 miles SW of Cape Smyth Bk "Legal Tender" of San Francisco & Bk "Abram Barker" at anchor also Schooner "C" "In Hand" the ice Pack distant from the land about 10 miles Ends strong breeze from NE an Snowing

Saturday Aug 17th 1878

Fresh. NE Wind and snow at anchor in 7 fathoms of water Port anchor down & 15 fathoms of chain out. employed getting off wood still blowing from the NE ice in sight off shore 10 miles off nothing of importance these twenty four hours

Sunday Aug 18 1878

Fresh NE winds and clear at anchor in 7 fathoms of water 20 fathoms of chain out ice off shore distant 10 miles saw one Bark under way off Point Barrow also the Bark Eliza working to the NE Ends fresh Breeze from E.NE and snow — Bks Legal Tender & Wm Barker at anchor so Ends

Monday Aug 19th 1878

Fresh breeze from E. NE and snow at anchor 8 miles SW of Cape Smyth ice in sight of shore also 3 vessells off Point Barrow at Anchor continues snowing and fresh breeze from NE. 7 AM got underway and worked to the NE found A strong Current setting to the SW run in and anchored in 7 fathoms of water saw 7 vessells at anchor off Point Barrow gamed Bks Eliza & Bk Wm Barker Legal Tender at anchor

Log of Bk. Northern Light of New

Tuesday Aug 20th 1878.

Commences with a fresh breeze from NE And snow at anchor in 7 fathoms of water [illegible] anchor Cape Smyth bearing NE Dist 3 miles middle and latter parts fresh from ENE 15 sails in sight at anchor under Point Barrow strong current setting SW parallel with the land employed Breaking out shooks and stowing fore Peak & fore Hold. Broke out. Bread ice in sight off shore

Wednesday Aug 21st 1878

Commences with fresh NE wind at anchor 6 miles SW of ~~Point Bar~~ Cape Smyth in 7 fathoms of water Port anchor with 30 fathoms of chain out. strong Current setting SW. Bk "Rainbow" Bke Abm. Barker "Eliza" & "Norman" at anchor close to us. the "Legal tender" getting under way & steered to the SW. bound to the Port of "San Francisco". Ends strong NE winds and Snow employed breaking out sails

Thursday Aug 22nd 1878

Fresh NE winds and snow at anchor in 7 fathoms of water 30 fathoms chain out on the Port Anchor weather same throughout these twenty four hours employed Breaking out and stowing Back after Hold Cooper employed setting up shooks bent A new Jibs & Gaff topsail & mizen topmast staysail ends Strong. NE Winds and Snow.

Friday ~~Thursday~~ Aug 23rd 1878

Fresh NE winds and snow squalls at Anchor in 7 fathoms of water 5 miles SW of Cape Smyth. strong current setting SW employed bending upper main Topsail cooper setting up shooks wind Fresh E NE and rain cleared up at 10 Am saw 16 vessells at anchor under Point Barrow. Bks Norman and Abm Barker under way Eliza at Anchor close to us End Fresh from E NE

Saturday ~~Friday~~ Aug 24th 1878

Fresh breeze from East NE and rain at anchor 5 miles SW of Cape Smyth. 9 Pm gave her 15 fathoms more chain blowing strong from NE continues so through the middle part latter part moderate 4 Pm hove in 15 fathoms of chain spoke small steamer Bogul reports all the vessels at anchor under Point Barrow and No whales heavy rain strong current setting Parallel with the land to the SW. ends wind light NE

Sunday Aug 25th 1878

Wind light NE and foggy at anchor 5 miles SW of cape Smyth, 4 Am light breeze from SW at 5 Am got under way and came to anchor 2 miles NE of Cape smyth found the ice into the land. Anchored in 4 fathoms of water Port anchor down and 20 fathoms of chain out strong Current setting NE so Ends

1878 Log of Bk Northern Light of New

Monday Aug 26th 1878.

Light breeze from SW and foggy at anchor in 23½ fathoms of water Port anchor down 20 fathoms of chain out under Point Barrow Middle part moderate breeze from NE. considerable ice around the ship 6 P.M all of the fleet at anchor under the Point ice setting in close to us wind increasing cooper employed setting up shooks. ends foggy

Tuesday Aug 27th 1878

Fresh breeze from NE and fog at anchor under Point Barrow the whole of the fleet at anchor close to us ice setting in close to us 7 A.M got under way to clear the ice & let go anchor again 8 A.M ice foul of us again got under way and stood in shore in 3 fathoms thick fog 6 A.M got under way and stood off shore all sail out working to the SE the ice set in and grounded preventing the fleet from getting out 4 vessels outside of the ice 5 P.M I stood in to Cape Smyth and anchored in 9 fathoms of water Port anchor down and 15 fathoms of chain Out weather foggy. so Ends

Bedford: Thos Mellen Master

Wednesday Aug 28th

Moderate breeze from E and foggy 2 Pm calm got underway working to the S W ice setting in shore sent one Boat ashore hunting Ducks got 13 4 Pm Boat aboard again 12 ships ice Bound behind Point Barrow the rest of the fleet working to the S W. 10 Pm Current changed running N E stood in shore and anchored in 3 1/2 fathoms of water wind light S W ice distant off shore 3 miles furled light sails.

Thursday Aug 27th 1878

Wind light S W at anchor in 3 1/2 fathoms of water 6 Am ice setting in shore got underway wind vering N W heavy snow stood to the Northward and made the ice tacked heading S W by S and at 2 tacked to the S W wind hauling to the W Land in sight foggy through the first & middle part Later part Clear saw a few peices of scattering ice all sail set working to the S W Wind Fresh West.

Friday Aug 30th 1878

Fresh S W wind all sail set working to the S W scattering ice 12 miles off shore 3 ships under way working to the S W "Rainbow" & "Theodore" ~~under~~ at anchor middle & Latter part wind Fresh S W and snow squally 4 Pm Sea Horse Islands Distant

Saturday Aug 31st 1878

Commences with fresh SW wind and fine weather all sail set working to the Westward Point Belcher in sight Bearing E by S distant 7 miles. wind continues fresh & clear weather the ice Pack to the N dist 15 miles employed Bending A New Main sail and Breaking out water wove New Fore sheets & fly jib sheets.
4 ships in sight to the NE

Sunday Sept. 1st 1878

Commences with fresh NW wind and fine clear weather. all sail set working to the Westward between the ice & the land 3 AM wind veered to SW and increasing furled main top gallant sail parted main royal head stay secured it on Different tacks throughout these twenty four hours ice Distant from the land 15 miles 5 vessels in sight working to the SW 10 PM set in foggy

Monday Sept 2nd 1878

Commences with fresh SW wind and very wet foggy middle part rain 4 AM carried away outer Bob stay bolt took it in and made A new Bolt & set it up again 2 PM wind hauled to NE and cleared up 3 ships in sight spoke BK Dawn

Bedford Thomas Mellen Master

Tuesday ~~Aug~~ Sept. 3rd 1878

Commences with light N E wind all sail set steering W S W lay aback through the night daylight kept her along the edge of the ice employed filling salt water in the after Hold to trim ship spoke Brig Wm H Myers of San Francisco weather clear and pleasant ice in sight to the North latter part wind N and snow wind light

Wednesday Sept 4th 1878

Wind light N N E and clear steering W S W through the night sounded and got 26 & 28 fathoms daylight made all sail 2 vessels in sight ice in sight to the North & West middle part calm employed repairing lower fore topsail 4 PM finished it and Bent it Latter part light variable winds and clear weather.

Thursday Sept 5th 1878

Light variable winds and clear weather on Different tacks working to the N E 10 A M spoke BK Abm Barker reports the fleet all out of the ice bound to the westward 6 ships in sight stood into the land and tacked in 10 fathoms of water weather fine Wind N E latter part all sail set steering S W by W wind North so Ends

1878 Log of Bark Northern Light

Friday Sept 6th 1878

Light Northerly wind and fine clear
Lat 70:13 } weather. All sail set steering SW by W.
Long } Employed Bending New Fore Topsail and
183: 21 various other jobs took the Starboard anchor
iron the Bow wind light & Baffaling 5
ships in sight weather Overcast. with
light snow squalls.

Saturday Sept. 7th

Light SW winds and snow squalls all sail set steering to the SW. middle part steering SW by W wind NE and light all ~~Sail~~ set. 6 ships in sight employed Bending A New Foresail Unbent Starboard ~~Anchr~~ chain and stowed it Below ~~also~~ stowed Port Chain also saw ice to the Northward from aloft latter part steering SW by W. ends light snow squalls and cloudy No. Obs- Sun Obscured.

Sunday Sept 8th

Commences with light NE winds and
Cloudy weather. All sail set steering WSW
Lat. } 3 ships in sight 6 PM raised the ice
70° 28 } running the ice along to the Westward
Long W } Frequent snow squalls 2 PM sounded
171° 30 } and got 13 fathoms of water wind
veering to the North. steering W by S
ice in sight to the South wind
moderate all sail out

of New Bedford Thos Mellen Master

Monday Sept 9th 1878

Lat 70.56

Moderate breeze from N.N.E and frequent snow squalls middle part same and foggy spoke Bk Pacific 6 Pm raised Packed ice to the westward latter part wind South [illegible] the staysail and royal working to the South on Different tacks 6 Ships in sight ends wind light

Tuesday Sept 10th

Moderate breeze from the South and fine weather all sail set working S heavy Packed ice to the Westward with An open space running NW 7 ships in sight employed breaking out water and various other Jobs about the ship ends wind South and light gamming with Schooner Stevens of San Francisco

Wednesday Sept 11th

Light Southerly wind and fine weather all sail set laying around the ice daylight made all sail steering to the SW along the Edge of Packed ice Herald Island in sight Bearing North [illegible] at 4 Pm wind increasing hauled sharp up working to the SE latter part foggy 9 Pm furled top gallant sail & fly jib & hauled up the Courses Bks Mercury & Rainbow Passed close By heading to the SW one man Edward Hughes Seaman fell Overboard this morning while washing clothes by the fore rigging lowered the Starboard Boat & Picked him up

1878 Log of Barque Northern Light of

Thursday Sept. 12th 1878

Moderate Southerly wind and foggy under short sail working to the SE Edward Hughes Seaman off Duty sick from getting overboard yesterday morning. middle part fog & rain wind veering to the NE latter part ice in sight to the Eastward still foggy Bk Rainbow in sight 6 Pm shortened sail heading E S E. so Ends -

Friday Sept 13th 1878

Light breeze from NE and rain under short sail heading to the SE Edward Hughes on Duty again laying aback through the night daylight made all sail bye the wind heading W N W foggy 17 ships in sight. spoke Bk Wm Baker John Howland [illegible] made the Western ice run off to the Southward Herald island in sight Bearing N S W. dist - 10 miles 8 Pm furled light sails and hauled aback wind steady at N E and increasing so Ends

Saturday Sept. 14th

Moderate Breeze from NE again fine weather laying aback daylight made sail heading N W, 6 Am made the ice, wore ship heading to the East wind increasing furled the courses & reefed fore topsails 11 Am wore ship heading N S W. foggy & rain hoisted up the boats & took the lines out 6 Pm wore ship heading E Islands Bearing [illegible]

Sunday Sept 15th 1878

Fresh Breeze from E N E and foggy ships under close reefed topsails heading North 8 Am, made the ice wore ship heading E S E continues thick rainy weather 9 Am sounded and got 26 fathoms of water spoke Bk Eliza wind increasing and foggy ship under lower topsail & storm sails 3 ships in sight heavy head sea from S E. blowing fresh ship heading S E by E

Monday Sept. 16th 1878

Fresh Gale from N E and thick rainy weather continues so through the first & middle part latter part moderate ships under short sail on different tacks ice in sight to the north 10 ships in sight broke out provisions ends clear no Obs. sun obscured

Tuesday Sept 17th 1878

Moderate breeze from East and cloudy ship under short sail on different tacks through the night midday cleared up some set whole topsails and kept her off spoke Bks Wm Barker & Eliza wind hauled S E and still in foggy 6 ships in sight latter part wind light and thick fog under short sail heading N E so ends Broke out water today No Obs
Lat by Acc 71°30 Long 174 00

1878 Log of Bk Northern Light of

Wednesday Sept 18th 1878

Commences with light SE winds and fog under short sail working to the SE first part thick fog and a moderate breeze made sail middle part wind veering to the Eastward sounded and found 28 fathoms of water on different tacks working to the Eastward 6 PM wind ENE and fresh foggy ship under reefed topsails. Standing off and on the ice cleared up and seen 4 ships set in foggy again Ends so no Obs foggy

Thursday Sept 19th 1878

No Obs
Supposed
Position
[illegible]
[illegible]

Fresh breeze from ENE and foggy under short sail on short tacks working to the Eastward along the Edge of the ice 8 ships in sight heavy swell from SE latter part snow squalls dark furled upper topsails heading E by S. ends fresh and snow squalls ships under short sail

Friday Sept 20th 1878

Obs
Lat. N
71° 11
Long E
17° 40

Fresh breeze from NE and frequent snow squalls ship under short sail working to the Eastward heavy SE swell 6 AM tacked ship heading to the North Lower main topsail & lower staysails set 12 M wore ship heading ESE Fresh gale from NE and clear saw 8 ships to day ends fresh gale & cloudy

Saturday Sept 21th 1878

Fresh gale from NE and cloudy weather
ships under lower main topsail & storm
Obs. staysails heading SE b E 9 Am. wore ships
Lat N heading N ½ W. set fore topsail 3 Pm more
70:48 moderate set reefed upper main topsail and
Long W main topmast staysail 5 ships in sight
173 12 latter part fresh from E 7 Pm wore ships
heading SE weather clear furled main top
mast staysail and set main staysail, set
up main royal heart stay today end
fresh gale carrying sail to hold on

Sunday Sept 22nd 1878

Fresh gale from East and clear weather
Obs ship under lower topsails & reefed upper main
Lat N topsail & storm staysails heading SE. 4 Am,
71:17 wore ship heading N set upper fore topsail
Long W & jib weather clear wind fresh from East.
172:12 saw 7 ships today 6 Pm wore ships headin
SE furled fore topsail & jib so Ends

Monday Sept. 23 1878

Obs. Fresh breeze from East and clear ships under
Lat N short sail heading to the SE 1 Am wore ship
71:55 heading S by E, daylight made sail weather
Long W moderating, 12 M, saw A few pieces of ice
173:03 at the Pack our lat 72.08 N Kept
her off South by compass set all sail and
at 4 Pm came to the wind furled
all light sails and reefed the topsails
8 Pm furled courses 10 Pm in jib blowing
fresh wind ESE

1878 Log of BK Northern Light of New

Tuesday Sept 24th 1878

Obs
Lat N Moderate gale from E S E and fine clear
71° 25 weather ships under short sail heading
Long W S E saw the Northern Lights the last two
172.43 nights very brilliant extending from East
to S W the apear to start in the N E and
stretch to the S W forming an arch showing
3 different colors 6 A M wore ships to the
N E and set the jib and staysails 5 ships
in sight 4 P M wore ships to the
Southward weather clear wind fresh E by
S employed breaking out water and drying
and stowing away sails so Ends -

Wednesday Sept 25th

Obs Fresh breeze from E S E and clear weather
Lat N ships under short sail heading to the S.
71° 14 daylight made all sail & kept her off S W.
Long W saw BK [illegible] with her boats down chasing
174° 21' [illegible] wind light E S E 9 A M raised
One man Herald Island bearing West true distant 25 miles
named George 10 ships in sight employed at various jobs about
[illegible] the ship saw BK [illegible] chasing whales ends
[illegible] [illegible] P M tacked ships to the N E wind light
at 10 P M
was called Thursday Sept. 26th 1878
twice refused
to go aloft Wind very light E S E all sail set working
put him in to the Eastward on different tacks middle
irons and part snowing 12 M Herald Island
put him in in sight bearing W dist 13 miles 11
and at 8 A M ships in sight 3 P M kept her off
let him out [illegible] S E wind light [illegible] 6 P M luffed
[illegible] to [illegible] heading to the Eastward

Bedford Thomas Mellen Master

Friday Sept. 27th 1878

Commences with light Westerly winds and
Lat. N snow all sail set steering by the wind to
70: 10 the Eastward middle part standing to
Long W the ~~west~~ eastward foggy all sail set 1 ships
173: 30 in sight latter part steering NE. employed
at various jobs about the ships 6 Pm shortened
sail & tacked ship heading to the NW.

Saturday Sept 28th 1878

Commences with A fresh breeze from NE
ship under topsails & courses daylight one
ship in sight wind fresh NE heading to
the North. 10 A.M. raised Herald Island
Bearing N.N.W. 5 ships in sight - 2 boiling
1 P.M. tacked ship heading E.N.E.
Close reefed. heavy head sea on causing the
ship to pitch heavy on Boatsteer off duty
sick Anton

Sunday Sept. 29th 1878

Commences with fresh breeze from the NE
And snow squalls. working to the Northward
1 A.M. furled main sail and reefed fore
topsail wind increasing on four hour tacks
5 P.m. through the night daylight furled fore sail
saw one & jibb and at 8 Am furled upper topsails
whale to And set storm staysails. 9 Am furled lower
windward fore topsail, increasing to A strong gale heavy
blowing A sea from NE shipping large quantities of water
Gale from NE & freezing as soon as striking the deck
5 P.M. Raised Herald Island bearing N.W.
by W per Compass 5 ships in sight

9

1878 Log of Bark Northern Light of New

Monday Sept 30th 1878

Commences with A strong gale from N by N. with frequent snow squalls ships under lower main topsail & storm staysails heading N.E by E per compass. 1 Am wore ships heading N.W by W. 7 Am Herald Island in sight dist 30 miles bearing N.W by N. weather clear set lower fore topsail 10 Am wore ships heading to the Eastward furled lower fore topsail again. 1 Pm set it again also foresail and jibb 6 Pm furled jibb again and wore ship heading to the N.W wind moderating

Tuesday Oct. 1st 1878

Lat. 71 0; 00 Long W 174: 46

Commences with A moderate gale from N.E and clear cold weather carrying all possible sail working to the Northward daylight raised 2 ships 1 cutting also Herald Island bearing N.W. 3 Pm raised A whale called all hands and lowered 3 boats. whale going quick S.W. heavy sea on and strong breeze from N.E. weather clear 6 Pm Herald Island dist 18 miles bearing N.W under short sail through the night broke out water today.

3 Pm saw whales lowered 5 Pm boats aboard again without success

Wednesday Oct 2nd 1878

Lo 176

Moderate breeze from S.S.E and fine clear weather under short sail daylight made sail. Herald Island in sight dist 12 miles bearing N.N.W.
2 ships in sight run off S.S.W. dist 8 miles luffed on the wind again wind South and increasing shortened sail ship on the starboard tacks by the wind

Bedford Thomas Mellen Master

Thursday Oct. 3rd 1878

Fresh breeze from North and dark gloomy weather
ship on different tacks under short sail squall
snow squalls. 1 ship in sight daylight Herald
Island in sight bearing NE dist 12 miles
A great deal of young ice in sight 12 M.
1 whale S.B.R. raised whales going quick S by E per compass
lowered and at 1/4 4 PM Waist boat struck
and drawed S B Bow boat went on and struck
again 5 PM got the whale alongside and
commenced cutting cut the Blubber up on
deck and put in lower main Hold 12 mid
night finished cutting wind light &
made sail heading to the Eastward

Friday Oct. 4th 1878

Moderate breeze from NE and snow
squalls heading to the Eastward 7 AM
made sail and tacked ship heading N.W.
5 PM Herald Island in sight 10 miles
Dist bearing NW by N tacked ship weather
foggy wind light Fresh to E [illegible] 3 PM
started boiling. fine weather today and seen
no whales or ships

Saturday Oct 5th 1878

Lat N Light breeze from ENE all sail set
71° 08 boiling at 1 PM one o'clock AM wind hauled SE
Long W ship under short sail boiling heading NE
174: 39 frequent snow squalls 7 AM raised A whale
lowered 4 Boats and at 10 AM got him
Starboard alongside and commenced cutting blowing a
Boat struck moderate gale from SE 6 PM finished cutting
the whale and made sail 8 PM Herald Island East 20 miles

Sunday Oct. 6th 1878

Commences with A smallerate gale from S. E. all possible sails set on different tacks employed clearing away head and stowing the after hold weather dark And gloomy 8 Am wind veering to the Eastward 4 Pm saw A whale once but did not see him again 5 Pm. wind moderating heavy swell from the South heading SE No Obs.

Mozart Hamill

Monday Oct. 7th 1878

Mr. Swinton 4th Officer Struck A very Small calf Bowhead with and 2 Large whales Alongside of it lost the calf in alongside by the fluke rope parting

Commences with A strong breeze from East, 3 Am. wore Ship heading N. W. under that Sail run about 20 Barrels of oil in Starboard tank and at 7 Am raised whales and lowered 4 Boats and at 9 Am. Struck A calf whale and at 10 Am got him Alongside parted the in rope and [illegible] more whales in sight to windward Got dinner and lowered 3 boats whales going very fast N W into the ice called the Boats aboard again very heavy swell from Southward Herald Island in sight Dist 15 miles bearing South true wind E'ly. 12 Pm boats aboard again several whales in sight but very suggested to much for to lower made sail heading E S E topsails and courses Ship pitching heavy 11 Pm set main top gallant sail and fly jib so Ends

New Bedford Thos. Mellen Master

Tuesday Oct. 8th 1878

Moderate gale from East by N and a heavy swell from South. daylight more moderate spoke Bk Progress wore ship and set all sail heading N.N.W. 9 A.m. raised whales lowered three boats and at 2 P.m. Boats aboard again whales going West very quick 3 P.m. lowered again and at 5.30 boats aboard again Bk Helen Mar & Bk Progress Chasing but no whale taken as they are going SW & W very quick. Mr Thurston used some very disrespectable Language to Capt. Mellen While the Boats were off whaling Between the Hours of 9 A.m. & 2 P.m. on which Capt Mellen Put him off duty & put him in the ~~forecastle~~ [illegible] steerage also for his incapabilities in whaling ends wind N.NE ship under short sail

Wednesday Oct. 9th 1878

Fresh breeze from the Eastward ship under short sail heading N by W. 3 A.m. wore ship heading to the East employed Breaking out water Bread and flour filled 1 ground tier cask with oil in fore Hold
No Obs 10 A.m. Kept her off E.N.E. spoke Bk Helen Mar bound South Bk Progress steering E by S. wind increasing and snowing heavy. reefed topsails and fore sail 6 P.m. shortened sail hoisted up all of the boats and Battened down the Hatches latter part clear steering E by N. So Ends wind N.N.E.

Moderate & Thursday Oct. 10th

breeze from North and clear Ships under short sail steering E by N daylight made all sail steering E frequent snow squalls middle part wind increasing and at 12 Mer. furled top gallant sail fly jib & Gaff topsail & staysails and kept her off S E by S 6 Pm furled foresail and the upper topsails & jib wind fresh N E by N 4th Officer still off Duty

Obs
Lat N
69°.15
Long W
168°.57

Friday Oct. 11 1878

Obs
Lat N
67°.40'
Long W
168°.03'

Moderate gale from N E by N and frequent snow squalls ship under lower topsails steering S E by S luffed to in the heavy snow squalls Bk Dawn in sight steering to the South, 7 Am spoke her reports having taken 4 whales this season 12 Mer. steering S by E under short sail frequent heavy snow squalls luffed to twice untill the squalls passed and kept off again 4th officer still off duty

Saturday Oct 12th 1878

Moderate breeze from North and snow squalls under short sail steering S by E weather clear daylight Cape East in sight made all sail and at 7 Am passed between East Cape and Diomede Island fresh breeze N E by N Bk Dawn still in sight scattering ice from North of East Cape to South of St Lawrence Bay hauled out to the Eastward steering S by E dark shortened sail to lower topsails and at 11 saw some scattering ice Employed during

Sunday ~~Saturday~~ Oct 13th 1878

Fresh breeze S E by S and clear ship under Lower topsails and jib steering S by E daylight Kings Island in sight bearing N E
No Obs dist 20 miles made all sail steering S E by S employed boiling saw some dibil fish at 4 PM East End of Saint Lawrence Island in sight wind light E N E steering S E and at daylight [illegible] [illegible] [illegible]. 4th officer still off duty.

Monday ~~Tuesday~~ Oct 14th 1878

Light breeze from NE and clear steering South under short sail one ship in sight astern boiling at 2 PM spoke the [illegible] 4 miles strong breeze from North and snow employed Boiling all hands stowing down oil run down one Hundred and twelve Barrels in fore Hold (112) Bbls ship under lower topsail and foresail steering S by W. wind North ends boiling 4th officer still off duty

Tuesday Oct. 15th 1878

Commences with fresh breeze from North and frequent snow squalls ship under short sail steering S by W boiling middle & latter part same 6 PM hauled to under
No Obs lower topsails Saint Matthews Island in sight bearing S by W Dist 4 miles Mr Thornton still off Duty.

1878 Log of Bk Northern Light of

Wednesday Oct. 16th

Strong breeze from North and snow ship under short sail by the wind employed Baling 2 AM finished Baling at 7 AM Commenced stowing down oil called all hands for to stow down. when

No Oil. Chris Anderson John Leonard Joseph Marshall James Sherrigan Edward Hughs Frank Hindson John Dillon refused to turn to saying it was theirs watch below the Captain told them if the did not go to work and obey orders he would persecute them for mutiny on arrival at Sanfrancisco the concluded to go to work after some insolence by Sherrican & Hughes they being the ring leaders & has been in alle trouble since leaving Sanfrancisco 5 PM finished stowing oil ship on different tacks through the night under lower topsails Bk Eliza in sight St Mathews in sight to the SW.

Thursday Oct 17th

Fresh gale from the S and snow ship under lower topsails, 1 AM wore ship heading to the Westward daylight St Mathews in sight to the SW also Bk Eliza 10 AM spoke Bk Rainbow report having taken 3 whales off Herald Island, bound south. Stood to the Westward the Island of Saint Mathews bearing South Dist 10 miles 11 AM wore ship heading to the East ship under lower topsails and foresail saw no whales 4th officer off duty Ends fresh breeze from North

New Bedford Thos Mellen Master

Friday Oct. 18th 1878

Fresh breeze from North and cloudy weather ship under short sail heading N E by E. 1 Am. wore ships to the Westward. daylight East end of St Mathews bearing S W by W Dist 20 miles 1 ship in sight to the Southward [illegible] the Westward 10 Am. Kept her off and spoke Bk Eliza reports having seen no whales around
Fr Do. the middle part fine clear weather laying aback tried to catch some codfish but could find none saw 2 ships steering to the Southward 7 Pm kept her off East fine clear weather and a light breeze from West so Ends 4th officer of duty Broke out Provisions Molasses &c. so Ends --

Saturday Oct 19th 1878

Light breeze and fine weather steering East under easy sail wind west. daylight made all sail steering S E by E employed in stowing the
Lat N. anchors & Chain, 8 Am, wind hauled S W
59°. 07 with Snow and at 12 Mer. fair weather again
Long W. steering E S E under lower topsails 1 Pm set
168°. 59 upper topsails & main top gallant sail weather fine so Ends 4th officer still of duty

Sunday Oct 20th 1878

Moderate breeze from S W and fine weather ships under short sail steering E S E daylight made sail and at 8 Am saw some humpbacks luffed too kept her off again & frequent
continued from the Bottom snow squalls 3 Pm wind hauled to the
N W fresh with Snow and Blew A moderate gale.
under short sail Furled fore topsail jib & [illegible]

1878 Log of Bk Northern Light of

Monday Oct 21st 1878

Commences with A fresh gale from S W
And frequent snow squalls under short sail
R. Whales tried to catch some codfish but could find
none heavy squalls from N W ship hove to on
Lat N Starboard tack heading S W and off to
56°.40 S S W 7 P M more moderate set fore
Long W Stay sail & fore topsail A very heavy sea from
165.25. N W 1 P M saw two right whales and
A great many fin backs lowered 3 boats
but without success Calmn and A very
heavy sea 5 P m boats aboard again light
breeze from N E and rain got the two
Starboard boats all ready for to take in
ship under short sail steering S S W.

Tuesday Oct 22 1878

Light breeze from N E and small rain ship
under short sail steering S S W, 7 A m wind
S E and rain employed taking in the two
bow Boats & waist boat put one on top
No Obs { of the house and 2 on top of the try
works broke out water and run the oil
all out of the tank into the ground tier
ship under lower topsails and storm stay
sails heading S W heavy head sea from
the South rain throughout these twenty
four hours 7 P M furled lower fore
topsail and at 10 P m blowing A
heavy gale with A heavy head sea
running

Wednesday Oct 23rd 1878

Strong breeze from SSE and thick rainy
weather ship under lower topsails and storm
staysails heading SW. Lowmainsailed 7 Pm
furled lower fore topsail 10 Pm blowing
No Obs. A heavy gale from SE and rain 7 Am
wore ship heading NE by E blowing fresh
3 Pm, wore ship to the SW moderating
fast 4 Pm set fore topsail and main
staysail steering SW by S wind veering
to the Eastward and moderating 10 Pm
steering SSW. set the fore sail Wind NE.

Thursday Oct. 24th

Commences with A fresh breeze from NE
Lat N. topsails and foresail set steering SSW. daylight
56° 07 all sail set wind light and baffling from
South & SW. employed washing ship and
various other jobs about the ship middle
part, rain, wind light and baffling Barom-
-eter low indications of A gale latter part
Calm and rain.

Friday Oct. 25th

Light breeze and rain from SE steering
SSW. middle part wind light and baffling from
Lat N. the Southward all sail set on Different tacks
55: 52 4 Pm squally furled the light sails and
Long W at 7 Pm steering SSW. Wind ESE and
169. 10 fresh variously employed

1878 Log of Bark Northern Light of

Saturday Oct 26th 1878

No Obs

Fresh breeze from N.E. steering S.S.W heavy rain throughout the first part wind at East S.E. furled all sail over main topsail and fore top mast stay sail blowing A heavy gale 6 A.M. wind fell away and hauled N.W. very heavy cross sea wore ship to the Southward and at 7 A.M wore back to the S.W. 10 A.M back again to the Northward very heavy sea ship labouring hard Pumps carefully attended to 6 P.M wore ship heading N.N.E ends heavy gale from N.W.

Sunday Oct 27th 1878

Lat S
55:24
Long W
170..13

Commences with A gale from N.W. ship hove to under lower main topsail & fore top mast staysail very heavy squalls with hail & rain heavy sea from the North ship on Port tack 6 P.M commenced to moderate wore ship heading S. wind at W. very heavy sea from North. ship labouring considerable pumps carefully attended to. so Ends

Monday Oct 28th 1878

No Obs

Commences with A gale from W.N.W Lower main topsail & storm staysails set heading S by W. 3 A.M. set Foresail Jib & fore topsail also upper main topsail employed sending down cutting gear and rigging in the cutting stage bent A new [illegible] Fore Topsail 12 M. set mainsail ship heading S by W 6 P.M steering S.S.W.

Tuesday Oct. 29th 1878.

Commences with A moderate breeze and
squaley reefed topsails and courses set steering
S S W. 4 Am wind hauled to the South with
rain daylight raised the land (Dist 35 miles
bearing S E the Island of Umoukta the small
Lat N Island of Tchegoula in sight ships heading
53° 00 E S E 9 Am wore ship heading to the Westward
Long W employed breaking out water spoke Bark
171:13 Mercury of New Bedford 4 whales bound
to San ~~Le~~ Francisco, 4 Pm, wind hauled
to the N W made all sail steering S S W
weather fine 12 Midnight kept her S S E Seguam
Island in sight bearing W Dist 18 miles

Wednesday Oct. 30th 1878

Commences with A fine breeze from S W
all sail set steering S E Bk Mercury in sight
7 Am, wind hauled S W by W 10 Am
furled main royal & main top gallant staysail
No Obs 11 Am in fly jib gaff topsail & staysails
& main top gallant sail reefed the topsails steering
E S E 3 Pm, furled the courses & jib & upper
topsails 4 Pm furled fore topsail and hove
to heading S E by E blowing A strong gale every
thing secure Pumps attended to.

Thursday Oct. 31st. 1878

Commences with A heavy gale from S W ships
Lat N hove to on Starboard tack under lower main
50.32 topsail main Spencer and fore top mast staysail
Long W 3 A M wind hauled to the West kept
166.38 her off East middle part main top gallant sail
set latter part furled it strong breeze and [illegible] squals

1878 Log of Bark Northern Light of

Friday Nov. 1st 1878

Commences with A strong breeze from the
westward and heavy squalls Steering East
Lat N ship under topsails and foresail weather clear
49. 20 5 Am set main topgallant sail & main
Long W sail weather squally 6 Am furled them again
161:58 variously employed Ends strong westerly wind
and heavy squalls steering East

Saturday Nov. 2nd 1878

Commences with strong West wind and
frequent heavy squalls with rain ship under
Lat 48°25 topsails & foresail steering East high topping
Long W. sea wind unsteady 4 Am set main top
157°26 gallant sail & jib & mainsail latter part
steering E by S employed at various jobs about
the ship weather fine 4 Pm furled mainsail
jib & staysails

Sunday Nov. 3rd 1878

Commences with A fresh breeze from W.N.W.
Lat N steering E by S middle part East heavy rain
47° 01 squalls throughout very heavy sea ship rolling
Long W bad 10 A m furled main top gallant
153:01 sail and at 4 Pm reefed the topsails
ship making more water than usual
very heavy sea running steering E by S at
[illegible] steady the ship continues squally
Wind steady at W.N.W. with squalls
of rain & hail so Ends

New Bedford Shp Milton Master

Monday Nov 4th 1878

Commences with A fresh gale from N. & W and squally ship under reefed topsails And foresail steering E by S 3. A.M. wind veering to the South made all sail employed breaking out water & Provisions, 12 Mer. wind South and fresh with rain furled the upper topsails & cruisers & jib 3 PM blowing A very heavy gale furled fore topsail & storm staysails & goose winged the main top sail blowing very hard with rain barometer falling very rapidly 4 PM cleared up to the N W and commenced moderating set main topsail and storm staysails 6 PM wind S W with rain set main topsail & foresail and kept her off East. fresh breeze so ends much rain.

No Obs

Tuesday Nov 5th 1878

Commences with A fresh breeze from S W and rain ship under foresail Lower topsails and reefed main steering E. 8 AM kept her E by N wind hauled to the Westward heavy squalls steering E. & E lashed the starboard Boat to the davit heads wind veering to the Northward of West weather thick ship rolling heavy and shipping large quantities of water. latter part moderating steering East

Lat N
45: 40
Long W.
145: 20

Wednesday Nov 6th 1878

Commences with A moderate gale from
the West ships under Topsails & foresail Steering
Lat N East 4 A M steering East by S set main
44: 42 top gallant sail wind vering to the SW. 9 A M
Long W all sail set Employed scraping bone weather
141: 14 fine wind South ends so all sail set steering
E by S.

Thursday Nov 7th 1878.

Commences with fine weather from the South all
sail set Stearing E by S. 1 A M light rain
Lat N squalls wind hauled to the NW in A squall
43: 20 all sail set. employed washing masts Boats
Long W. & Davits middle part wind fresh NW.
138 08 & A heavy sea from the West ships rolling
very heavy latter part strong NW wind and
fine Clear weather all possible sail set.
Stearing E by S

Friday Nov 8th 1878

Commences with A strong NW wind and
Lat N fine weather all possible sail set steering
41: 28 E by S. continues so throughout these twenty
Long W four hours watch employed washing
134: 26 bone and other work about the ship
at 8 P M steering E ½ S wind vering to
the Eastward and freshening

New Bedford Thos. Mellen Master

Saturday Nov. 9th 1878

Commences with moderate breeze from
North and fine weather all possible sail set
Lat. N 1 Am, wind North and unsteady furled
39 : 48 fly jib & mizen top mast staysail 7 Am
130 .. 41 wind N & E and fresh furled main top
gallant sail and at 11 Am reefed
the topsails and furled the jib employed
washing ship stearing East 1/2 S

Sunday Nov. 10th 1878

Commences with A fresh breeze reefed
Lat. N topsails & courses set. Stearing E 1/2 S
38 : 42 6 Am moderating set the light sails
Long W wind being to the Eastward weather
128 : 31 fine dried the Boats lines and boat
sails 2 sails in sight middle & latter
part very light breeze ship heading
SE close Hauled.

Monday Nov. 11th 1878

Wind light SE all sail set by the
wind heading SE by E wind hauling
Lat. N 6 Am [illegible] ship heading [illegible] NE 1 ship
38 : 15 in sight standing to the Southward. Emp-
Long W loyed Breaking out water provisions &
127 : 40 sent up fore top gallant sail & yard
weather fine wind East all sail set heading
N E on W so Ends.

1878 Log of Bark Northern Light

Tuesday Nov 12th 1878

Lat N 05°. 05 Long West 125. 08 — Commences with light easterly wind and fine pleasant weather all sail set heading NE by N close hauled bent fore top gallant sail and washed outside of the ship's saw & vessells today wind S&E and light fine clear weather throughout these twenty four hours Captain Kellen Employed washing trade bone

Wednesday Nov 13th 1878

Lat N 38°. Long W. — Commences with light breeze from SSE and fine clear weather all sail set steering E. close hauled. weather clear daylight land in sight to the Eastward Dist 30 miles Several vessells in sight 8 AM tacked Ships heading SSW. employed at various jobs about the ship 4 PM tacked Ships heading E or N wind increasing furled all of the light sails small rain from SSE 4 PM Point Arena bearing East true Dist 40 Miles 11 PM furled fore topsail and Spanker.

Thursday Nov 14th 1878

No Ob. — Commences with A fresh breeze from from the South with rain 2 AM wore ship heading to the East. 4 AM furled jib and main sail 5 AM furled upper main topsail wind increasing 7 AM Blowing fresh furled fore topsail & foresail set the Storm Stay sails 9 AM blowing A fresh gale from SE 3 PM [illegible] hauled into the West.

of New Bedford Thos. Mellen Master

Friday Nov 15th 1878

Lat N
37° 32
Long W
123 03

Commences with A light breeze from S W and fine clear weather all sail set steering S E, 3 Pm, kept her E S E 7 Am calm 1 Bark in sight employed drying bone 12 Mer. South Farallones in sight bearing E N E dist 12 miles wind very light with A very heavy sea rolling from the Westward 4 Pm bent the chains and got the anchors off the Bow Farallone light in sight bearing N E very heavy swell from the West.

Saturday Nov 16th 1878

Light breeze from West Farallone light in sight bearing N Dist 6 miles and at daylight Dist 12 miles 7 Am the Steam Tug Rescue of San Francisco spoke us and agreed to tow us in For One Hundred Dollars A pilot spoke us afterwards but we did not want his services the Captain of the Steamer required us to make his hawser fast around the foremast Captain Mellen consented to do so and when we got on the Bar the Hawser cut into the foremast very bad as the Bar was Breaking very Bad slacked up And took the Hawser around the windlas and Bits the End of the Hawser jamming very Bad had to cut the End of it about 1½ fathoms from the End at 2 Pm let go anchor in the Harbour of San Francisco Port anchor down 45 fathoms of chain out.

1878 Log of Bk Northern Light of New

Sunday Nov. 17th 1878

Commences Foggy at anchor in the Harbour of San Francisco the Crew went ashore without Leave yesterday before the custom House officer Boarded us with the Exceptions of Second & Third officers And 10 foremast Hands — foggy through the night.

Monday Nov. 18th 1878

At anchor in the Harbour of San Francisco imployed sacking Ivory 10 of the Crew on Board on Duty weather fine wind variable.

Tuesday Nov. 19th 1878

At anchor in the Harbor of San Francisco imployed Drying and bundling whale bone unbent Fore Sail jib and fore topmast Staysail & fore Staysail A few men belonging to the ships on board

Wednesday Nov 20th

At Anchor in San Francisco Harbor imployed landing the whale bone Bringing [illegible] in bundling [illegible] 11.20 A m got 4 men from Shore to work wind North & N W and fine

Bedford Thos. Melton Master.

Thursday Nov 21st 1878

At anchor in San Francisco Harbour weather fine wind S.W. variously employed about the ship.

Gauges of Oil stowed on Board Bk A Light 1878.

Walrus Oil

July 11	338	July 22
	298	181
	300	188
	360	360
	304	387
	178	380
	342	300
	186	306
	186	184
	302	301
	300	336
	261	324
	385	357
	358	302
	306	332
	335	330

Bread and Flour used on Board

	Bread		Flour
1877			
1878			
May 14	1 Cask gage	7[illegible]	Dec. 25 [illegible] in [illegible]
March 26	" "	629	March 24 Bags " "
April 6th	" "	649	May 4th 24 Bags " "
" "	" "	715	June 21 25 Bags " "
May 12	" "	829	Aug 31st 23 Bags " "
June 8	" "	649	Oct 15 23 Bags "
July 1st	" "	678	Flour used – 149 – sacks old & new
July 28	" "	674	
Aug 20	" "	640 New	
Sept. 12	" "	717 "	
Oct 13.	" "	708 "	
	Bread used –	8352 lbs	

158 [illegible] Receipt [illegible]

Beef

1877

[illegible] 1[illegible] BBls

1878

" 14 25 "

" 22 3 " [illegible]

[illegible] 1 1 " "

" 22 1 " "

" 28 3 " "

April 20 3 " "

May 27 3

June 12 3 " "

" 21 3 " "

July 11 3 " "

" 28 3 " "

Aug 10 4 " "

" 22 2 " " old

Sept 4 2 "

" 16 2 " "

" 28 2 " "

Oct 6 1 "

" 16 1 "

" 17 2 "

" 29 1 "

Nov 4 2 "

" 11 " 1 "

Beef used - 46 BBls New Beef
9 " old "

Pork

1877

Dec 22d 2 BBls

1878

[illegible] 11 4 "

[illegible]

Feb 1 2

Mar 6 2 " "

" 28 2 " "

April 20th 2 " "

May 27th 2 " "

June 12 2 " "

June 21 2 " "

July 11 3 " "

" 28th 2 " "

Aug 10th 3 " "

" 22 1 " "

Sept 4th 1 " "

Sept 16 1 " "

" 28 1 " "

Oct 6 1 " "

" 17 1 " "

" 29 1 " "

Pork - 29 BBls New Pork
10 BBls old Pork

Stores used on Board Bk N Light

Sundries

1878	Jan 11	1	barrel Molasses
	Feb 23rd	1	" "
	March 11th	1	Bbl.
	May 6th	1	" "
	June 12	1	" "
	July 28	1	" "
	Aug 30	1	" "
	Oct. 17	1	" "

Mollasses used – 7 Barrells Mr

Towline

1 Cask	3 coils
May 9th	1/2
" 12 "	2

Butter used On Board Bk V Light

1878	January	16th	1 Keg	
"	May	4th	1 "	
"	July	28th	1 "	124 lb
"	Oct	3rd	1	"
			4	